SACOG HANDBOOK

For 2016
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A Dynamic Forum for Regional Planning and Collaboration

The Sacramento Area Council of Governments (SACOG) serves many functions as a Metropolitan Planning Organization and a Council of Governments. It is the single place where the elected officials from throughout the six-county area can come together for regional dialogue. The agency’s signature strengths are the high-caliber technical modeling and forecasting; integrated transportation, land use and air quality planning; excellent regional delivery of projects; and the very robust public education and engagement that informs regional planning and collaboration in the greater Sacramento Metropolitan Area.

Since 1963, the region has had a regional transportation planning agency, but SACOG has evolved over the last decade into a truly regional agency with a broad perspective on the needs of local governments and the opportunities for policy coordination across transportation, air quality, land use and the variety of quality of life issues that influence local governments in their policy making.

Ultimately responsible for transportation planning and programming of state and federal funds, air quality conformity and housing allocations, SACOG has worked to consider land use and performance-based measures in identifying transportation investments that improve mobility, reduce congestion, protect our air quality and conserve our natural resources. In 2002, the SACOG Board of Directors adopted the Metropolitan Transportation Plan for 2025 (MTP2025) establishing four regional funding programs, incentivizing smart growth, and increasing commitments to bicycle and pedestrian investments, air quality programs and transportation demand management. The MTP2025 was a true regional plan and not, as some had described prior plans, a stapled compilation of the individual plans of the cities, counties and transit operators.

Despite the progress in the MTP2025, traffic congestion levels per household were projected to increase by 58 percent over current levels. The location of housing relative to jobs and services was not balanced around the region. That same year, the SACOG Board of Directors undertook the Blueprint visioning project, working collaboratively with civic partner Valley Vision and over 5,000 residents, community leaders and elected officials to study future land use patterns and their potential effects on the region’s transportation, air quality, housing, agricultural lands, open space and other resources.

The Preferred Blueprint Scenario, unanimously adopted by the Board in 2004, links land use and transportation planning, and brings jobs, housing and retail closer together. Computer traffic modeling revealed that these strategic transportation investments can significantly improve our travel by increasing transit, walk and bicycle
trips, shortening our remaining car trips, and reducing the time we spend in heavy traffic congestion.

In 2012, SACOG adopted the first MTP to include a Sustainable Communities Strategy (SCS) in compliance with Senate Bill 375, further considering the linkages between housing, employment, transportation and the impacts on greenhouse gas emissions as well as air quality. The land use pattern that forms the foundation for the MTP/SCS, is based on the policy directions cities and counties are pursuing voluntarily in their commitment to a high quality of life for their residents. In 2016, SACOG will adopt the second MTP/SCS continuing to improve upon plan performance.

This evolution has not come about on its own, but rather because of the leadership of the SACOG Board of Directors. The Board voluntarily took on the Blueprint process as a result of the bleak forecast from the MTP2025, and it continues this regional approach through the Rural-Urban Connections Strategy, which some see as the rural complement to the Blueprint.

Regional planning and collaboration does not stop at the Board. SACOG regularly convenes city and county managers, transit operators, public works directors, planning directors and other key public and private groups. These groups inform program and planning decisions based on regional priorities and serve as a forum for coordinating or sharing information.

**SACOG Plans, Funds, Coordinates, Operates and Advocates in the Sacramento Region**

**SACOG Plans**

Any major transportation project in the region must be included in the SACOG Metropolitan Transportation Plan (MTP) before it can move forward as required by federal law to ensure conformity with air quality regulations. SACOG updates this long-range plan every four years to guide regional transportation investments. In addition to preparing the MTP, SACOG evaluates specific travel routes, weighing regional needs for road maintenance and improvements with demand for new capacity including paths, roads, transit lines or railways.

**SACOG Funds**

SACOG allocates millions of dollars every year to fund transit, local streets and roads, highways, and bicycle and pedestrian routes in the region.

**SACOG Coordinates**

SACOG works with public and private organizations involved in transportation, land use, air quality, flood control and other issues. SACOG staff work with dozens of committees, commissions and organizations such as: the Capitol Corridor Joint Powers Authority (CCJPA), the Rural Counties Task Force, and the Cleaner Air Partnership. SACOG works directly with staff from city and county planning and public works departments, as well as transit agencies, to ensure planning and funding are coordinated throughout the region. SACOG also brings together local government staff on issues of shared concern, which since 2012 has included alternative service delivery approaches to realize cost efficiencies and/or service improvements through Shared Services working groups.
SACOG Operates

SACOG also provides direct service to individuals using the region’s roadways, transit and bicycle facilities through the Sacramento Region 511 and Capitol Valley Regional Service Authority for Freeways and Expressways (SAFE). SACOG and San Joaquin County formed SAFE and partnered with the California Highway Patrol and Caltrans to oversee the installation and operation of call boxes along Sacramento regional freeways. Sacramento Region 511 provides information online and by phone about local highway and transit options, including carpool and vanpool ridematching services.

SACOG Advocates

SACOG promotes regional interests to state and federal governments. Staff, board members and lobbyists work together to present a unified message from the region on the multitude of issues represented by SACOG. By working with public and private organizations to develop advocacy priorities, the region is in a better position to garner support from the state and federal government for regional priorities.

SACOG Informs

SACOG collects information on the housing and transportation infrastructure in the six-county region. While this information is collected to support the transportation and land use forecasting system, it also has significant value to local public safety and utility planning. As a service to each of the 28 member jurisdictions, local governments receive information datasets of parcel level activity and new geographic information system tools to assist in their individual planning and information management efforts. SACOG staff also support member jurisdictions in education and engagement to encourage Blueprint implementation as a regional priority for providing a variety of transportation choices, housing choices, compact development, use of existing assets, mixed land uses, conservation of natural resources and unique communities with quality design.

This handbook is intended to guide you through the responsibilities of the SACOG Board of Directors and the inner-workings of the agency. It is also accompanied with a personal invitation from the SACOG staff for you to share your inquiries and ideas directly with us. We look forward to working together.

Mike McKeever
Chief Executive Officer
Sacramento Area Council of Governments
Federal, State and Local Programs

Council of Governments (COG)

A Council of Governments (COG) delivers a variety of federal, state and local programs to its member local governments. Through technical assistance and forging collaboration, COG efforts provide a regional approach to support member agency activities. SACOG is the COG for the 22 cities and six counties in the Sacramento region.

SACOG’s role as the region’s COG is broader than its role as the Metropolitan Planning Organization (see below), but complementary in the range of efforts. For example, its COG efforts related to regional forecasting and monitoring not only support air quality and transportation, but also serve to improve mobility through the coordination of land use, transportation and air quality decisions.

Other COG efforts at SACOG include the Regional Housing Needs Allocation (RHNA) and planning efforts related to environmental protection and land use planning, Blueprint Preferred Scenario implementation, the Rural-Urban Connections Strategy (RUCS), and Shared Services have been key focus areas for the agency’s COG efforts in recent years.

Federal Requirements

Metropolitan Planning Organization (MPO)

Federal transportation law requires the Governor to designate a Metropolitan Planning Organization (MPO) for all urban regions with population greater than 50,000 (Title 23 U.S. Code).

MPO is a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. MPOs perform significant planning and programming of federally funded highways and transit projects.

SACOG is the MPO for the six-county Sacramento region. Through the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and its link to the Metropolitan Transportation Improvement Program (MTIP), SACOG is responsible for approving significant expenditures of federal dollars. The required MPO activities include:

- Preparing a long-range Metropolitan Transportation Plan (MTP) which must also include a Sustainable Communities Strategy (SCS)
• Approving a Metropolitan Transportation Improvement Program (MTIP), to spend transportation funds in the region
• Analyzing and determining regional air quality conformity of the MTP/SCS and MTIP
• Approving population and employment forecasts for the region
• Directing federally-funded planning activities through an Overall Work Program (OWP)

**Moving Ahead for Progress in the 21st Century Act (MAP-21)**

The current federal surface transportation act, Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 2012, authorizes federal planning activities and apportions funds into various federal funding programs. The annual federal budget appropriates funds each year for the federal funding programs authorized by MAP-21. MAP-21 serves as a policy guide, with estimated funding levels that become verified and useable year-by-year through the budget. MAP-21 has been extended through May 2015.

**State Requirements**

**Regional Transportation Planning Agency (RTPA)**

State transportation law requires the State Secretary of Business, Transportation and Housing to designate a Regional Transportation Planning Agency (RTPA) for each region of the state (Government Code Sections 29532 and 605080).

SACOG is the RTPA for four counties (Sacramento, Sutter, Yolo and Yuba counties), with the El Dorado County Transportation Commission (EDCTC) and the Placer County Transportation Planning Agency (PCTPA) serving as RTPAs for these counties respectively. The distinction between SACOG’s federal responsibilities as an MPO and its state responsibilities as an RTPA is important, because of the considerable overlap between the two roles. Memorandums of Understanding (MOUs) between SACOG, EDCTC and PCTPA guide the coordination between the region’s three RTPAs.

RTPAs are responsible for:

• Preparing a long-range Regional Transportation Plan (RTP) that meets state guidelines, including environmental studies and report of impacts
• Approving programs of projects for both the regional share of the State Transportation Improvement Program (STIP) and federal funds passed through by state law to regions
• Adopting an Airport Land Use Compatibility Plan (ALUCP) to forestall incompatible developments around public airports
The Sacramento Area Council of Governments (SACOG) was established on January 15, 1981 by a Joint Powers Agreement (JPA) approved by four member counties and 14 member cities pursuant to the authority in Title 1, Division 7, Chapter 5 of the California Government Code (commencing with Section 6500 et seq.). Currently, the JPA is between six member counties and 22 member cities. (See History on page 10.)

Membership

Article 4 of the Joint Powers Agreement provides that any city or county within the area may petition to become a member of SACOG by submitting to the SACOG Board of Directors (Board) a resolution adopted by its governing body. Article 4 further provides that the Board shall review the petition for membership and shall vote to approve or disapprove the petition. If the petition is approved by the Board, the city or county shall become a member of SACOG.

A city or county not within the area may petition to become a member of SACOG by submitting to the Board a resolution adopted by its governing body. The Board shall review the petition for membership and shall prepare recommended amendments to this Agreement regarding the proposed additional member. The Board shall vote to approve or disapprove the petition, together with the recommended amendments to this Agreement. If the petition and the recommended amendments are approved, the Board shall submit the amendments to each member city and county. A city or county shall only become a member of SACOG after such amendments have been approved by at least three-quarters (3/4) of the governing bodies of member counties and three-quarters (3/4) of the governing bodies of member cities.

Board of Directors

Section 5.0 of the Joint Powers Agreement provides that all actions of SACOG shall be exercised by the SACOG Board of Directors. The Board shall be composed of Directors as follows:

a) Each member county, except Sacramento County, is entitled to one (1) Director who shall be a supervisor of the appointing county and who shall be appointed by the Board of Supervisors of the appointing county.

b) The Board of Supervisors of Sacramento County shall appoint one (1), two (2), or three (3) Directors each of whom shall be a supervisor.
c) The City Council of the City of Sacramento shall appoint one (1) or two (2) Directors, each of whom shall be the mayor or one or two members of the city council.

d) Each member city except the City of Sacramento, shall be entitled to one (1) Director who shall be a mayor or a city council member of the appointing city and who shall be appointed by the city council or the mayor of the appointing city, based on the procedures for appointment used by the city. The Director’s seat for each member city shall be activated upon adoption of a resolution of that member city’s city council activating the Director’s seat and appointing one of its members to that Director’s seat. A city council may by resolution later de-activate its seat. De-activation does not constitute withdrawal from SACOG. If a city has not activated its Director’s seat or has de-activated its seat, the population of that city shall be included in the population of the county in which that member city is situated for the purpose of the SACOG Board of Director’s voting based on population.

Terms and Board Membership
Directors shall serve at the pleasure of their appointing authority.

Vacancies and Removal
If a person who has been appointed as a SACOG Director ceases to serve as a supervisor, mayor or city council member, he/she shall no longer serve on the SACOG Board. Any Director may be removed at any time by a majority vote of the appointing authority. A vacancy shall be filled in the same manner as the original appointment.

Alternate Directors
Each city and county which is entitled to appoint a SACOG Director shall be entitled to appoint one Alternate Director for each Director so appointed. An Alternate Director shall be a council member, mayor or supervisor of the appointing city or county.

The terms, manner of appointment and removal, and the filling of vacancies of Alternate Directors shall be governed by the provisions of Section 5.0, 5.1, and 5.2 of the Joint Powers Agreement.

Alternate Directors shall electronically receive all meeting notices and written material sent to Directors and shall have the right to participate and vote at meetings of the Board in the absence of the Director for whom the Alternate Director serves.

All provisions of law relating to conflicts of interest that apply to a Director shall apply to an Alternate Director.

An Alternate Director shall be entitled to receive expenses reasonably and necessarily incurred in the conduct of the business of SACOG in the same manner and method as a Director. However, if both a Director and an Alternate attend a meeting, only the Director shall be entitled to such a payment or reimbursement.
Ex Officio Directors

The Director of Caltrans District 3 may sit as an Ex Officio member of the SACOG Board. He or she shall receive all meeting notices, shall have the right to participate in Board discussions, and the right to place matters on the agenda, but shall not be counted toward a quorum of the Board and shall have no vote.

Officers

Chair

The Chair of the SACOG Board shall be elected annually at the last regular meeting in each calendar year and shall begin serving as Chair at the first regular meeting in the next calendar year. Any Director may be authorized to represent the Board upon approval by the Board Chair. The Board may determine, by rule, that the Chair shall alternate or rotate between directors representing city and county member agencies.

Vice Chair

The Vice Chair of the Board shall be elected annually at the last regular meeting in each calendar year and shall begin serving as Vice Chair at the first regular meeting in the next calendar year. He/she will have all the powers and act in the place of the Chair in his/her absence. The Board may determine, by rule, that the Vice Chair shall alternate or rotate between directors representing city and county member agencies.

Secretary

SACOG’s Chief Executive Officer (CEO) shall serve as Secretary. Under direction of the CEO, the Clerk of the Board will keep a public record of the Board’s resolutions, transactions, findings and determinations, and prepare minutes of every meeting.
Strategic Plan Components

In 2010, SACOG’s leadership identified a need to set a path for the future so that SACOG could ensure that its decisions, priorities and work plans are focused on strategic goals for the organization. In 2016, SACOG’s leadership will review and consider possible updates to the Strategic Plan using broad regional outreach. The current strategic plan meets the organization’s needs for:

- Clear goals and priorities
- Integration of agency-wide goals and priorities
- Keeping SACOG on the cutting edge
- Implementing the agency’s strategic mission

Strategic planning is about setting multi-year, broad goals and strategies that are consistently used to guide decisions about resources and where effort will be directed. It is about providing the context and basis for a business plan for the agency. Strategic planning is a collaborative process involving staff, policy makers, and other stakeholders in order to ensure that the full range of interests are considered as part of the planning process.

As a designated Metropolitan Planning Organization (MPO), SACOG must follow Federal regulations with respect to budget planning in order to be able to draw from a variety of Federal funding programs. The Federal approach, which was first mapped out in the 1970s, is called the Overall Work Program (OWP). This is an annual budget and planning tool, which essentially sets the annual SACOG budget and work plan.

One of the intents of this strategic plan effort is to provide a more policy-oriented and modern approach to setting the policy vision of SACOG, which will then be used to shape the development of the annual OWP. In this way, the elements of the OWP contribute to achieving the long-term goals set forth in the strategic plan.
The components of this SACOG strategic plan are shown in this graphic.

An organization needs both a strategic plan and a business plan. The distinguishing features of both are the following:

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<td>• Strategic mission</td>
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<td>• Values</td>
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<td>• Priorities</td>
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<td>• Detailed</td>
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<td>• Priorities</td>
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<tr>
<td>• Simple</td>
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There are two important components to the effective use of strategic planning: the “what” and the “how.” The “what” is the content of the plan, which comprises most of this document. It consists of the goals to be achieved and the strategies to reach them. The “how” is a combination of the values the organization uses to implement the plan and the business plan, which will be created by the organization following adoption of this strategic plan.

In the SACOG setting, the annual business plan is designed to feed the development of the OWP. The OWP itself will acknowledge the strategic planning process and include the goals, strategies and performance indicators developed in the strategic / business planning process, as well as addressing the MPO requirements, which must be addressed by the OWP.
Strategic Mission

The management team discussed the existing mission statement for SACOG and concepts that the team thought should be part of a strategic mission for the future. A strategic mission statement provides the purpose and direction for the organization. It gives a rationale for programs that are carried out by the organization, and fundamentally defines what the organization stands for and the reason for its existence. The team created the following new strategic mission statement:

Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and a high quality of life within the greater Sacramento region.

Organizational Values

The entire SACOG staff was involved in identifying the key organizational values that guide work and behaviors. As a result, six values were identified, as listed and defined below. See Attachment A for a more complete description of behaviors that support each of the values and behaviors that would detract from the values.

Value: Professional Excellence

➢ Produces and communicates consistently high quality, technically competent work of value to the organization.
➢ Recognizes and maintains a clear focus on strategic goals and outcomes consistent with the organization's work program(s).
➢ Maximizes opportunities to increase productivity and achieve high quality results.

Value: Innovation

➢ Solves problems creatively and is open to new ideas.
➢ Creates new ways of moving the organization forward to achieve its mission.
➢ Fosters new and creative thinking and solutions.

Value: Integrity

➢ Adheres to individual and organizational professional standards in the conduct of the organization's business.
➢ Produces documents and work products that are objective, credible and reliable.

Value: Leadership

➢ Creates and sustains an atmosphere that fosters a culture of openness, inclusion, trust, and results.
➢ Contributes to creating a clear vision and direction.
➢ Inspires results and effective teamwork.
➢ Exhibits the full range of professional competencies and models integrity and ethics.
**Value: Responsiveness**

- Communicates readily and/or takes action in response to requests from others for information or assistance.
- Is observant, considerate and respectful of others’ time and schedules.
- Is reliably prompt and does not require reminders to achieve results, communicate or meet obligations.

**Value: Teamwork**

- Takes the initiative to ensure that objectives are met and volunteers to help others for the good of the organization.
- Engages team members to work collaboratively and reliably towards a defined objective. Has a keen sense for having the right people on the team.
- Recognizes, values and leverages each person’s strengths and differences.

**Strategic Plan Goals, Strategies and Performance Indicators**

As a result of this strategic planning process, SACOG has identified three goals. Each of the goals has a set of strategies for implementing the goals. Additionally, each of the goals has a set of performance indicators. The definitions of goals, strategies and performance indicators are provided below.

- **Goal:** Desired long-term outcome.
- **Strategy:** Specific methods of achieving the goal.
- **Performance Indicator:** How achievement of the goal will be measured; how the organization will know if the long-term outcome has been achieved (including progress being made in achieving the long-term outcome).

The three goals and their associated strategies and performance indicators are provided in the following pages.
Goal 1: Sustain the agency's emphasis on information-based decision making by providing state-of-the-art data and tools to members, partners, stakeholders and residents to help them shape the futures of their communities and the region.

Goal 1 Strategies:

1. Increase opportunities for member jurisdictions to utilize regional data, models and analysis to analyze impacts of their decisions on transportation, land use, air quality and other policy areas that affect quality of life.

2. Increase agency capacity to provide scientific information and analysis of transportation, land use, air quality and other matters of regional importance.

Goal 1 Performance Indicators:

A. Members and planning partners routinely use a combination of appropriate planning tools (e.g., I-PLACE3S and SACSIM) to conduct technical analysis of general plan updates, corridor plans, transportation circulation plans, and neighborhood and community plans, and use of such planning tools by stakeholders and residents to evaluate proposed development projects.

B. Interactive, information-based citizen engagement practices are commonly used by members in support of general plan updates, development of neighborhood and community plans, and evaluation of the impacts of significant proposed development projects. The agency has an effective and active process for sharing information about SACOG activities with staff in service to local government.

C. Appointment to the SACOG Board is viewed as an attractive opportunity for local elected officials and SACOG’s Board members are actively engaged in pursuing the mission of the agency and the agency’s local, state and national recognition for leadership in the implementation of information rich, consensus-driven regional efforts to improve the quality of life in the region continues to be enhanced. SACOG actively engages in providing information to all elected leaders about the role it plays in regional affairs and how this role contributes to an improved quality of life.
Goal 2: Maximize strategic influence for the region through developing and implementing integrated regional transportation plans that produce unique and significant quality of life benefits for residents of the region.

Goal 2 Strategies:

1. Consolidate, expand and maximize strategic advantage from the agency’s state and national leadership role and access to the best tools and methods for preparing an outstanding MTP.

2. Maximize the benefits of comprehensive planning and project implementation in the Sacramento region.

Goal 2 Performance Indicators:

A. SACOG’s MTP will remain a leader in the state in improving per capita VMT, congestion, air emissions and other performance measures that advance the quality of life.

B. SACOG will leverage its high performing MTP to secure additional funding and policy support from federal, state and local sources to build key projects sooner than would otherwise be possible.

C. SACOG and its member agencies continue to be leaders in the State in the timely delivery of projects.
Goal 3: Serve as a source of high quality information, convener, and/or advocate on a range of regional issues when the agency’s involvement would provide unique, added value to promoting a sustainable future for the region.

Goal 3 Strategies:

1. Continue to expand SACOG’s data and modeling capabilities to include topics that influence transportation behavior and planning (e.g., energy, climate change, land use economics and infrastructure).

2. Assist regional partners with the evaluation of functional service delivery opportunities and act upon the ones that will most assist the agencies.

3. Analyze options for increasing SACOG’s financial analysis and capacity so that it is able to serve the region if and when new service needs are identified.

Goal 3 Performance Indicators:

1. Deliver cost savings to local governments by building the capacity of the agency in areas of highest need to member jurisdictions, and/or leveraging new revenues in collaboration with local governments.

2. SACOG’s member services program will increase coordination activities relating to assistance with policy development, joint project delivery, grant development, and requests for technical assistance as measured by increase in requests from member jurisdictions for assistance and resulting grant acquisition or more integrated policy making.
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(Ex-Officio Member)
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Board of Directors Meeting
All Board Members
Susan Rohan - Chair
Phil Serna – Vice-Chair

Meets at 9:30 a.m. on the following Thursdays:
Jan. 21  May 19  Oct. 20
Feb. 18  June 16  Nov. 17
Mar. 17  Aug. 18  Dec. 15
April 21  Sept. 15

No meetings in July

Government Relations & Public Affairs Committee
State & federal advocacy, news media, external relations, community outreach, human resources, overall work plan and budget, and legal issues

Members: Jay Schenirer - Chair, Steve Miklos – Vice Chair, Tom Stallard – Vice Chair, John Buckland, Dave Butler, Dan Flores, Lucas Frerichs, Ricky Samayoa, and Dave Wheeler.

Meets at 10:00 a.m. on the following Mondays:
Feb. 8  May 9  Aug. 29  Dec. 5
Mar. 7  June 6  Oct. 10
Apr. 4  Aug. 8  Nov. 7

No meetings in July or September

Land Use & Natural Resources Committee
Blueprint, affordable housing, housing needs, flood issues, Rural-Urban Connections Strategy (RUCS), air quality, energy conservation, climate change and related natural resources

Members: David Sander – Chair, Bridget Powers - Vice-Chair, Cecilia Aguilera-Curry – Vice Chair, Diane Hodges, Robert Jankovitz, Kevin Johnson, Patrick Kennedy, Susan Rohan, and Rick West

Meets at 1:00 p.m. on the following Thursdays:
Feb. 4  May 5  Sept. 1
Mar. 3  June 2  Nov. 3
March 31  Aug. 4  Dec. 1

No meetings in July and October

Transportation Committee
MTP, Goods & Freight Movement; all other transportation issues

Members: Brian Veerkamp - Chair;
Jeff Slowey - Vice-Chair, Mark Crews – Vice Chair, Christopher Cabaldon, John Clerici, Gary Davis, Mary Jane Griego, Tony Hesch, Jim Holmes (alternate) Paul Joiner, Susan Peters, Don Saylor, Amarjeet Benipal (ex-officio)

Meets at 10:00 a.m. on the following Thursdays:
Feb. 4  May 5  Sept. 1
Mar. 3  June 2  Nov. 3
Mar. 31  Aug. 4  Dec. 1

No meetings in July and October

Strategic Planning Committee
SACOG Chair, Vice Chair and Past Chairs, Committee Chairs, and Innovation Task Force Chair

Members: Susan Rohan - Chair, Phil Serna – Vice-Chair, Christopher Cabaldon, Mary Jane Griego, Steve Miklos, Susan Peters, Don Saylor, David Sander, Tom Stallard, Jay Schenirer, Brian Veerkamp, John Buckland

Meets as needed

Innovation Task Force
Member services, shared services, best practices, innovative government practices, issues of shared concern among local government members, and collaboration with stakeholders
Members: John Buckland - Chair, Paul Joiner - Vice-Chair, John Clerici – Vice-Chair, Mark Crews, Dan Flores, Robert Jankovitz, Paul Joiner, Bridget Powers, David Sander, Don Saylor and Tom Stallard

Meets after Board meetings as needed
1962 Federal Highway Act of 1962 requires area-wide “cooperative, comprehensive and continuing” planning process in order to access Highway Trust Fund money.

1963 Sacramento County Planning Commission recommends, and Sacramento Board of Supervisors approves, the formation of a four-county Sacramento Regional Area Planning Commission (SRAPC).

1965 SRAPC formed under “Area Planning Commission” provisions of State Planning Law. Consists of four counties (El Dorado, Placer, Sacramento, Yolo) and 13 cities (including Yuba City).

1969 Sutter and Yuba counties and balance of their cities join.

1971 Proposal to rename SRAPC “Council of Governments” shelved, because of concerns that a regional power grab is involved.

1974 A permanent seat added for Sacramento City.

   El Dorado and Placer counties and incorporated cities within (except Roseville) withdraw from SRAPC due to concerns over valley dominance.

1976 SRAPC produces first Transportation Improvement Plan and a document called the “Regional Land Use Plan.”

   Calls from Sacramento City and County for a weighted vote scheme.

1980 SRAPC transitions to SACOG, which is formed as a Joint Powers Authority (JPA) with weighted formula.

   Rocklin and Lincoln rejoin.

1988 West Sacramento joins.

1999 JPA revised to allow/simplify admission of new cities and counties. Multiple floating seat concept for city groups.

   Citrus Heights, El Dorado County and Placer County join.

2000 Auburn and Elk Grove join.

2002 Colfax joins.

2003 Placerville, Rancho Cordova and Loomis join.

   Direct representation for all local governments on SACOG Board—all 22 cities and six counties become members.
On July 1, 2003, the SACOG Joint Powers Agreement (JPA) specified a new SACOG Board structure and a new voting structure. The new board structure provided that every member jurisdiction is directly represented on the SACOG Board of Directors and has at least one vote. Sacramento City has two directors/votes and Sacramento County has three directors/votes. Each jurisdiction is permitted one alternate director who serves in the absence of the director. Having multiple directors, Sacramento City and Sacramento County have the option of having directors serve as alternates for their fellow board members or appointing an alternate.

**Quorum Rules**

- The presence of directors representing a majority of region population
- The presence of a majority of directors representing cities
- The presence of a majority of directors representing counties

**Action Rules**

In order to be approved, board actions must meet the following three tests:

- Aye votes of Board members representing a majority of population, present and voting;
- Aye votes from a majority of directors representing cities, present and voting; and
- Aye votes from a majority of directors representing counties, present and voting.

To tally board votes in a timely and efficient manner, an automated customized system, using remote clickers similar to television remote controls was developed and has been utilized since December 2003.
To pass, a Board action requires approval from members representing a majority of the population of jurisdictions present at the meeting.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2014 Population</th>
<th>Percent of Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Dorado</td>
<td>150,468</td>
<td>6.4%</td>
</tr>
<tr>
<td>Placerville</td>
<td>10,527</td>
<td>0.4%</td>
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<tr>
<td>Placer County</td>
<td>111,871</td>
<td>4.7%</td>
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<tr>
<td>Auburn</td>
<td>13,804</td>
<td>0.6%</td>
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<tr>
<td>Colfax</td>
<td>1,998</td>
<td>0.1%</td>
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<tr>
<td>Lincoln</td>
<td>45,206</td>
<td>1.9%</td>
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<tr>
<td>Loomis</td>
<td>6,608</td>
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<tr>
<td>Rocklin</td>
<td>59,672</td>
<td>2.5%</td>
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<tr>
<td>Roseville</td>
<td>129,956</td>
<td>5.5%</td>
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<tr>
<td>Sacramento County</td>
<td>567,095</td>
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<tr>
<td>Citrus Heights</td>
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<td>Elk Grove</td>
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<tr>
<td>Folsom</td>
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<td>Galt</td>
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<tr>
<td>Isleton</td>
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<tr>
<td>Rancho Cordova</td>
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<td>Sacramento</td>
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<td>Sutter County</td>
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<td>Live Oak</td>
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<tr>
<td>Yuba City</td>
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<tr>
<td>Yolo County</td>
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<tr>
<td>Davis</td>
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<td>Winters</td>
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<td>Woodland</td>
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<tr>
<td>Marysville</td>
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<tr>
<td>Wheatland</td>
<td>3,495</td>
<td>0.1%</td>
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</tbody>
</table>

Source: 2014 California Dept. of Finance, Demographic Research Unit E-1 Series
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Gordon Garry  
Bruce Griesenbeck  
Erik Johnson  
Kacey Lizon  
Mike McKeever  
Rebecca Sloan  
Kirk Trost

Project Team Managers
511/STARNET  
Mark Heiman

Active Transportation  
Victoria Cacciatore

Airport Land Use Commission  
Greg Chew

Climate and Energy  
Raef Porter

Connect Card  
Kirk Trost

Education and Outreach  
Monica Hernandez

Government Affairs  
Erik Johnson

Housing  
Greg Chew

Member Services  
Rebecca Sloan

Model Development  
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Jose Luis Caceres

MTP/SCS  
Kacey Lizon

Performance Monitoring  
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Planning Tools  
Raef Porter

Programming and Project Delivery  
Renée DeVere-Oki

Regional Air Quality Planning  
Renée DeVere-Oki

Road/Highway/Bridge Planning  
Sam Shelton

Rural-Urban Connections Strategy  
David Shabazian

Service Authority for Freeways and Expressways (SAFE)  
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Shared Services  
Kirk Trost

Short Range Transit Plans  
Sharon Sprowls

Transportation Development Act (TDA)  
Anthony Zepeda

Transportation Demand Management  
Sabrina Bradbury

Transit Environmental Justice/Lifeline  
Sharon Sprowls

Transit Planning and Funding  
Azadeh Doherty
<table>
<thead>
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<tbody>
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Annually, the Board Chair appoints committees from among the Board's members to make policy recommendations to the Board. Each Board member serves on at least one committee. The chair and vice chairs of each committee are appointed by the SACOG Board chair. Every effort is made to ensure that the committee structure is geographically balanced. The current committees are:

**Government Relations & Public Affairs Committee**

Ten Board members appointed by the chair to consider state and federal advocacy, news media, outreach, and other activities related to external affairs and administrative activities such as human resources, audits, the budget, and the Overall Work Program. (Meets monthly or as needed) SACOG Staff: Erik Johnson at (916) 340.6247.

**Land Use & Natural Resources Committee**

Nine Board members appointed by the chair to review topics related to the Rural-Urban Connections Strategy, Blueprint Implementation, Airport Land Use, Housing Needs Allocation, Open Space, Climate and Air Quality issues and the Sacramento Emergency Clean Air and Transportation (SECAT) program. (Meets monthly or as needed) SACOG Staff: Kacey Lizon at (916) 340.6265.

**Transportation Committee**

Thirteen members appointed by the chair, one non-voting member and the Caltrans District 3 Director as an ex-officio member, to review all items relating to transportation issues with the MTP (planning), MTIP (programming), and SIP (air quality) as well as the SAFE (call box and freeway service) program. (Meets monthly or as needed) SACOG Staff: Matt Carpenter at (916) 340.6276.

**Strategic Planning Committee**

Twelve members comprised of the SACOG chair, vice chair, prior years chairs and the chairs of the other three committees and the Innovation Task Force, to review the JPA, board representation, and long-term vision planning. (Meets as needed) SACOG Staff: Rebecca Sloan at (916) 340.6224.

**Innovation Task Force (Ad Hoc Committee)**

The 2012 Board Chair created this task force comprised of Board members to consider opportunities to improve services or find cost savings through shared services and provide a forum for discussion on how SACOG should respond to new regional initiatives. The 2014 SACOG Board Chair changed the name of the Shared Services & New Initiatives Task Force to be the Innovation Task Force adding exploration of best practices that might inform further improvement of agency programs, services and activities. The 10 members of the Task Force will report back to the full SACOG Board. Meetings are open to all Board members (Meets as needed) SACOG Staff: Rebecca Sloan at (916) 340.6224
Advisory Committees

The board has established a number of advisory committees as a means of obtaining advice from citizens, key interest groups in the community, and partner planning agencies on a variety of subjects. SACOG seeks advice from local agencies on transportation and land use plan content and investment decisions. SACOG works not only with the agency staff, but with governing boards, technical committees, and advisory committees. These advisory committees typically include representatives of citizens’ advocacy groups, the private sector, major colleges and universities, transportation management professionals, and private citizens unaffiliated with any of the above groups. Committees are augmented, restructured, added to, or discharged from time to time based upon the issues and concerns faced by the board. Currently these committees are:

Airport Advisory Committee

A committee composed of managers of the public use airports located within SACOG’s Regional Transportation Planning Agency boundary, as well as representatives from Beale Air Force Base. The Committee provides recommendations to the SACOG Board of Directors regarding the Regional Aviation Capital Improvement Plan, prepared biennially, and advises SACOG staff and the SACOG Board on aviation issues of regional concern. Meets on call. SACOG Staff: Greg Chew – (916) 340.6227

Bicycle and Pedestrian Committee

A committee made up of representatives from local bicycle advocacy groups as well as local government and nonprofit groups involved in bikeway planning. The committee advises SACOG on the non-motorized content of the Metropolitan Transportation Plan and on priorities for non-motorized projects. Meets quarterly. SACOG Staff: Victoria Cacciatore – (916) 340.6214

5310 Regional Evaluation Committee

The role of the committee is to objectively review and score local project applications for the FTA Section 5310 Capital Grant Program. The program provides funds on a statewide competitive basis for the purchase of equipment to transport elderly and disabled persons. Eligible applicants are private, nonprofit organizations and public bodies that coordinate transportation service. The established scoring criteria are project need, project effectiveness, ability of the applicant, and service coordination efforts. Meets annually. SACOG Staff: Barbara VaughanBechtold – (916) 340.6226
Goods Movement Advisory Group

The movement of goods or freight has always been one of the most important functions of the transportation system and is certainly of vital importance to the health of the economy and to ensuring a high quality of life. SACOG works with the region’s jurisdictions as well as other state and local agencies and the private sector through its Goods Movement Advisory Group (GMAG) to make certain that planning for goods movement is incorporated into the overall transportation planning process. SACOG looks to build on the work of the recently completed Regional Goods Movement Study to identify specific projects and areas of study to evaluate further. The GMAG serves as both an advisory committee for these activities as well as a regional forum for goods movement issues. Meets as needed. SACOG Staff: Sam Shelton - (916) 340.6251

Planners Committee

A committee consisting of the planning directors or their designees of each of SACOG’s member jurisdictions. The committee was originally formed to advise SACOG on the development of the Blueprint Project and is now advising on Blueprint implementation and the Regional Housing Needs Allocation process. Meets on call. SACOG Staff: Greg Chew – (916) 340.6265

Regional Planning Partnership

A committee with close to 100 representatives from local, regional, state, federal agencies, and tribal governments, as well as representatives of business, environmental, and minority organizations and associations. The Partnership assists SACOG with its transportation and air quality planning responsibilities. It also serves as the primary forum for interagency and public consultation requirements of federal transportation and air quality regulations. Meets monthly. SACOG Staff: Victoria Cacciatore – (916) 340-6214

Technical Advisory Council

The regional travel model TAC is composed of planning and engineering professionals from local public agencies, as well as consultants and others who are registered users of the regional travel demand models. SACOG currently has two travel demand models: SACSIM, a tour-based model, and SACMET, a zone-based, 4-step model. The TAC has two roles: one is to provide model users with training and technical support on the models; the other is to provide a forum for discussion of relevant issues. Proposed changes and improvements, and the results of changes and improvements made, are presented for information and discussion. Modeling issues of a more general nature, but germane to model operations or the Sacramento region, are also discussed. The TAC meets two or three times per year, on an as-needed basis. SACOG Staff: Bruce Griesenbeck – (916) 340.6268

Sacramento Emergency Clean Air and Transportation (SECAT) Air Quality Policy Group

A committee consisting of representatives from each of the air districts within the Sacramento federal ozone non-attainment area, Federal Highway Administration, U.S. Environmental Protection Agency, California Air Resources Board, and SACOG. The committee assists SACOG and its air quality planning partners in developing a strategy or strategies that focus available resources on achieving both attainment of the National Ambient Air Quality Standard for ozone and conformance goals. Meets on call. SACOG Staff: Stacy Niccum - (916) 340.6243
Social Service Transportation Advisory Council

Three councils have been established – one each for Sacramento and Yolo counties, and a joint Sutter-Yuba county council. Each council is composed of potential transit users who are elderly, handicapped, low-income or general public; representatives of agencies that provide social services or transportation for seniors, handicapped, and low-income persons; representatives from the local Consolidated Transportation Services Agency; and a representative of a transit operator. Each council participates in the identification of transit needs in the county(ies) it serves; makes recommendations regarding unmet transit needs; and advises the Board on other major transportation issues, including the coordination and consolidation of specialized transportation services. These councils are required by state law. Meets on call. SACOG Staff: Barbara VaughanBechtold – (916) 340.6226

Transit Coordinating Committee

The committee provides a forum for the discussion of transit plans and issues, coordinates transit studies and systems on a regional basis, disseminates federal, state and local transit information, reviews and comments on the MTP and the MTIP, and gives input into SACOG’s Overall Work Program. Meets at least quarterly. SACOG Staff: Barbara VaughanBechtold – (916) 340.6226

Transportation Demand Management Task Force

The Task Force advises the SACOG Board of Directors on the operations and marketing of the Rideshare Program and on the demand management content of the MTP. SACOG Staff: Sabrina Bradbury – (916) 340.6211

Ad Hoc Committees

Occasionally, projects of great significance warrant the formation of committees of stakeholders or special groups. In these circumstances, the board has appointed special committees to assist in guiding efforts on these projects. Currently, the following are active ad hoc committees:
Community Design Grant Review Committee

A committee made up of members from many of SACOG’s advisory committees, such as the Transit Coordinating Committee, Regional Planning Partnership, Transportation Demand Management Task Force, who review the grant applications for the Community Design Grant Program. SACOG Staff: Greg Chew – (916) 340.6227

Sacramento Region Intelligent Transportation Systems Partnership

A forum for technical staff to share information, coordinate on project planning and implementation, and provide advice and input to SACOG on ITS funding advocacy efforts. SACOG Staff: Mark Heiman – (916) 340.6232

SACOG Participation in Other Public/Private Efforts in Regional Planning-Related Issues

SACOG maintains liaisons with each city and county and with other transportation agencies throughout the region to help coordinate transportation planning and programming and to facilitate information exchange. In some cases, SACOG liaisons serve on both the technical and advisory committees. SACOG maintains liaisons with the following:

- Yolo County Transportation District (YCTD)
- Sacramento Transportation Authority (STA)
- Placer County Transportation Planning Agency (PCTPA) as the RTPA for Placer County
- El Dorado County Transportation Commission (EDCTC) as the RTPA for El Dorado County
- Yolo County Transportation Advisory Committee
- Sacramento Regional Transit District (SRTD)
- Tahoe Regional Planning Agency (TRPA)
- Transportation Management Associations (TMA)
- Caltrans District 3
- Paratransit, Inc.
- Air Districts – five districts within the Sacramento Air Quality Planning Area
- Transit Operators – 14 regional operators
- Native American Tribal Governments

California Federal Programming Group

The purpose of this group is to facilitate integration, improvement, and maintenance of state and local databases used in transportation programming and discussion of federal programming issues. The group’s membership includes representatives from Caltrans and several MPOs across the state. Meets as needed. SACOG Staff: Jose Luis Caceres – (916) 340.6218
Caltrans Regional Coordination Committee

Caltrans and regional agency representatives meet bi-monthly to discuss issues of mutual interest and to forge partnerships for common benefit on state and federal legislation and regulatory matters. SACOG management participates regularly in these meetings. SACOG Staff: Mike McKeever – (916) 340.6205

Capitol Corridor Joint Powers Authority (CCJPA)

SACOG continues to be very active in the work of the CCJPA that administers the Auburn-Sacramento-Oakland-San Jose (Capitol Corridor) rail service. SACOG is a member of the Staff Coordinating Group (SCG) formed to advise the CCJPA Board on the Capitol service and attends regularly both the SCG and Board meetings. SACOG Staff: Azadeh Doherty (916)340-6221

Central Valley Rail Committee

The counties of Sacramento, San Joaquin, and Stanislaus have formed a committee to coordinate rail planning activities in their jurisdictions. This committee meets in Stockton; SACOG attends the meetings as appropriate. SACOG Staff: Azadeh Doherty (916) 340.6221

Cleaner Air Partnership

The Cleaner Air Partnership, formed in 1986, is a joint project of Breathe California of Sacramento-Emigrant Trails, the Sacramento Metropolitan Chamber of Commerce, and Valley Vision. It is a private/public regional coalition working to solve air quality issues in the Sacramento metropolitan area by reducing transportation-related emissions. The objectives are to attain air standards for health and economic growth and to avoid business disincentives that occur when an area is unable to achieve clean air standards. The Partnership has achieved a community consensus for new air quality programs, resulting in shifts of opinion and travel behavior; participation by business in clean air programs; innovative public education programs; and the highest per capita participation in clean alternative fuels and vehicles in the nation. SACOG Staff: Renee DeVere-Oki – (916) 340.6219

GIS Coordination Committee

The SACOG Board of Directors established an advisory committee of Geographic Information System (GIS) Managers in 2005 to coordinate the management of critical information layers in the six-county SACOG region. The committee serves as the coordination body to recommend the development or purchase of regional GIS or aerial imagery layers. The committee provides a venue to document our members data sharing policies and serves as a forum for joint application development and data standards development. The committee may form subcommittees to fund the development or licensing of new development layers. All projects shall be organized on a voluntary basis. The committee is consensus based, with disagreements taken to the SACOG Land Use & Natural Resources Committee and the SACOG Board of Directors, where both minority and majority opinions will both be presented. All SACOG member jurisdictions and partner agencies are eligible for membership in the committee. Meets as needed. SACOG Staff: Joe Concannon – (916) 340.6234
Public Works Coordination Group

The committee provides a forum for the discussion of transportation (roads and highways/freeways) plans and issues, coordinates transportation studies and systems on a regional basis, disseminates federal, state and local transportation information, reviews and comments on the MTP and the MTIP, and gives input into SACOG’s Overall Work Program. Meets quarterly. SACOG Staff: Renee DeVere-Oki – (916) 340.6219

Regional Managers Forum

A committee composed of county executives and city managers. Advises SACOG on a wide range of administrative issues including program, relationships with members, and administration of state and federal programs. Meets quarterly. SACOG Staff: Mike McKeever – (916) 340.6205

Regional Transportation Planning Agencies Group

Membership composed of state-designated regional transportation planning agencies (RTPAs). The group meets in conjunction with the California Transportation Commission (CTC) and coordinates the regional agencies' responses to the development and implementation of state transportation policy. SACOG Staff: Renee DeVere-Oki – (916) 340.6219

Rural Counties Task Force

The task force consists of representatives from rural counties who meet to discuss transportation issues affecting rural areas and to provide input to California Transportation Commission (CTC) deliberations of rural issues. SACOG Staff: Renee DeVere-Oki – (916) 340.6219

San Joaquin Valley Rail Committee

SACOG participates in the work of the San Joaquin Valley Rail Committee as appropriate. While the agency does not participate as actively in the San Joaquin Valley Rail Committee’s activities as it does in the Capitol Corridor and Regional Rail efforts, SACOG understands the value of the San Joaquin service to the region and fully supports Caltrans’ efforts to build ridership and revenues on this important line. SACOG attends these meetings when feasible. SACOG Staff: Erik Johnson – (916) 340.6247
Consultation and public participation during the development of transportation plans, programs, and projects is an integral part of the transportation planning process. An open and accessible consultation and public participation process is critical for discussing and resolving regional transportation issues. SACOG has an adopted Public Participation Plan that outlines specific procedures for consultation and public participation. This document includes evaluation procedures that measure the effectiveness of SACOG’s outreach and involvement efforts and ensures there is adequate effort made to include the traditionally under-served and under-represented in the planning process, including coordination and consultation with Native American Tribal Governments.

SACOG uses a mix of strategies including, but not limited to committees, public hearings, workshops, surveys, and publications to inform, gauge, and respond to public concerns regarding regional issues. The direct involvement of individuals and organizations that represent specific segments of the population is sought to ensure that plans and programs reflect the diverse interests within the region. SACOG provides for public participation at all levels of the planning process. All committee and Board of Directors meetings are open to the public. SACOG also schedules public hearings during the development of the Metropolitan Transportation Plan, Metropolitan Transportation Improvement Program, unmet transit needs process, and air quality conformity process to allow for public review and comments.

All public hearings are noticed in accordance with state and/or federal requirements. The SACOG Board of Directors also provides for public comment on all items requesting action included in the monthly board agenda, regardless of whether or not a public hearing is required by law. All public meeting agendas are posted to the SACOG website and are available for public review and comment.

Additionally, SACOG communicates with individuals and groups through agency publications, and meetings and workshops. Newsletters, report summaries, and news releases are used to present technical and policy issues to a broad audience. Staff members make presentations on specific issues to local community, civic, and business groups by request.

Additional information on individual topics and copies of full reports are made available by request through the SACOG website at sacog.org. SACOG also uses its website to share information regarding the times and places for resident involvement in the various projects and issues throughout the SACOG region.
The SACOG metropolitan planning area includes Native American tribal lands. Therefore, SACOG will appropriately involve the Native American tribal governments in the development of the MTP and the MTIP. Native American tribal governments are considered domestic sovereign nations; that is, they have a direct and special relationship with the federal government as a result of treaties or acts of Congress and are independent of individual states. For example, tribes deal directly with the federal government in securing funding for Native American reservation roads if they are tribes on a reservation. Because of their status, SACOG will work directly with Native American Indian governments on a government-to-government basis.
Transportation Committee
Regional Transit Providers
Metropolitan Transportation Plan
Transportation Funding
Impact of SB 375
Regional Funding Programs
Public Participation Plan
Intelligent Transportation Systems
Metropolitan Transportation Improvement Program
Sacramento Region 511 Transportation Demand Management
Project Delivery Plan
Service Authority for Freeways and Expressways
MAP-21
SACOG’s Transportation Committee recommends action by the Board of Directors on the following topics:

- Metropolitan Transportation Plan (MTP)
- Metropolitan Transportation Improvement Program (MTIP)
- Project Delivery Plan
- Federal Surface Transportation (FAST Act)
- Federal and State Transportation Funding
- Regional Funding Programs
- Intelligent Transportation Systems (ITS)
- 511 Traveler Information Systems
- Transportation Demand Management
- Service Authority for Freeways and Expressways (SAFE)
Federal and state laws require SACOG to adopt a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and update it at least every four years. This is one of SACOG’s major responsibilities.

**Federal law requires the MTP/SCS to:**
- Conform with air quality goals for the region
- Satisfy financial constraint, such that all projects proposed in the MTP/SCS can be funded
- Go through an extensive public review process
- Coordinate with and incorporate the long-range transportation plans from El Dorado and Placer counties based on memoranda of understanding

**State law requires the MTP/SCS to:**
- Undergo California Environmental Quality Act environmental analysis and review
- Satisfy an extensive set of guidelines about content
- include access to inter-regional transportation
- be consistent with the California Clean Air Act
- be consistent with the transportation plans of adjacent regions, the state, and the Coordinated Human Services Transportation Plan
- meet the requirements of Senate Bill 375 and meet the requirements of the Sacramento-San Joaquin Delta Reform Act of 2009

SACOG’s next MTP/SCS, scheduled for Board adoption in February 2016, covers 20 years of funding through 2036. The MTP/SCS foresees $35.2 billion in revenues, an average of almost $1.8 billion per year for 20 years. Of the $35.2 billion, the MTP/SCS budget assumes that about a third goes to maintain streets, roads and highways - not enough to provide adequate maintenance especially in more rural areas of the region. Another third goes to operating and expanding transit services—still not enough to provide the level of transit service needed in a region that will have over three million residents. About one-fifth of the budget is used for road and highway capital improvements. The remaining 15 percent goes to bicycle and pedestrian improvements as well as transportation planning, programs and enhancements.
The general level, type and extent of investments covered by the MTP/SCS are described in more detail as follows:

$12.6 billion ($16.3 billion Year of Expenditure) goes to road and highway maintenance and rehabilitation, including routine maintenance, major reconstructions, and various safety improvements.

$10.6 ($13.8 billion Year of Expenditure) billion goes to transit investments, including a 122 percent increase in vehicle service hours. An estimated $3.5 billion ($4.7 billion YOE) in capital investments support the $7.1 billion ($9.1 billion YOE) needed to operate these transit services.

$5.8 billion ($7.7 billion Year of Expenditure) goes to road and highway capital improvements, including road widening in growth areas, carpool and auxiliary lanes on highways, and new connections for local access.

$1.5 billion ($2.1 billion Year of Expenditure) goes to system management and operations, including intersection improvements, safety projects, signal timing.

$2.8 billion ($3.6 billion Year of Expenditure) goes to bicycle and pedestrian improvements, including bicycle trails, sidewalks, ADA retrofits, and supporting facilities. In addition, an estimated 8 percent or more of the road capital projects have a bicycle or pedestrian feature that is not included separately in the bicycle and pedestrian improvement allocation.

$1.7 billion ($2.3 billion Year of Expenditure) for other types of improvements important to achieving regional goals, including project development and analysis, community design incentives, travel demand management (including the regional rideshare program), clean air, open space, technology deployment, and enhancement programs

**Investment Summary of the MTP/SCS**

What follows is a summary of the “revenue constrained” investments in the MTP/SCS. These projects are supported by revenues that are reasonably expected to be available during the MTP/SCS planning period, as required by federal metropolitan transportation planning guidance. Table 1 summarizes some of the major capital projects contained in the MTP/SCS.
### Table 1
Table of Illustrative Projects

<table>
<thead>
<tr>
<th>New Rail</th>
<th>Draft Preferred Scenario</th>
</tr>
</thead>
</table>
| Rail     | Capitol Corridor connecting Placer County, Sacramento, and Yolo Counties to the Bay Area by 2036  
          Green Line Light Rail to the Sacramento International Airport by 2036  
          Downtown Sacramento to West Sacramento streetcar by 2020  
          High Speed Rail – Altamont connection from points south, terminating at Sacramento Valley station by 2036 |

<table>
<thead>
<tr>
<th>New Bus</th>
<th>Draft Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local &amp; Express Buses, Neighborhood Shuttles</td>
<td>Increase bus service with 15 minute or better service from roughly one quarter of all services in 2012 to about half of all services by 2036</td>
</tr>
</tbody>
</table>
| Bus Rapid Transit (BRT) | Nine BRT lines with 15-30-minute service connecting Roseville, eastern Sac County, Citrus Heights, northern Sac County, Natomas, Rancho Cordova, South Sac, Elk Grove, Downtown (phased completion)  
          Various street & operational improvements coordinated with complete streets corridor enhancements to enhance bus transit (phased completion) |

<table>
<thead>
<tr>
<th>New Bike/Pedestrian</th>
<th>Draft Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lanes, Complete Streets &amp; Recreational Trails</td>
<td>Emphasis on complete street connections within and between cities, areas of high pedestrian-scale development, and to transit and school facilities (phased completion)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Roads</th>
<th>Draft Preferred Scenario</th>
</tr>
</thead>
</table>
| US 50 El Dorado | New Silva Valley Parkway Interchange by 2020  
                4-lane Green Valley Road, Folsom to El Dorado Hills by 2036 |
| US 50 Sacramento | New carpool lanes, Watt Ave to downtown Sacramento by 2036  
                Modified interchange operational improvements at US50 & SR99, US50 & I-5 (phased completion)  
                New auxiliary lanes, various locations in Sacramento, Rancho Cordova, and Folsom (phased completion) |
### New Roads

<table>
<thead>
<tr>
<th>New Roads</th>
<th>Draft Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-80 &amp; I-5 Yolo/North</td>
<td>New auxiliary lanes from Del Paso Rd. to Hwy. 99 by 2036</td>
</tr>
<tr>
<td>Sacramento</td>
<td>I-5/State Route 99 interchange improvements by 2020</td>
</tr>
<tr>
<td></td>
<td>New carpool lanes on I-80 and U.S. 50 connecting Davis to Downtown Sacramento, with new bike bridge across the Yolo Causeway by 2036</td>
</tr>
<tr>
<td></td>
<td>New carpool lanes on I-5 and I-80 to downtown Sacramento by 2036</td>
</tr>
<tr>
<td>I-80 Sacramento</td>
<td>Carpool lane extension, Watt/Longview west to I-5 by 2020</td>
</tr>
<tr>
<td></td>
<td>Business 80/Capital City freeway capacity and operational improvements by 2036</td>
</tr>
<tr>
<td></td>
<td>Roseville Road widened to 4 lanes, from Watt Ave to Walerga Road by 2036</td>
</tr>
<tr>
<td>I-80 Placer</td>
<td>I-80/SR 65 interchange improvements by 2036</td>
</tr>
<tr>
<td></td>
<td>Truck climbing lane from Colfax to Magra Road by 2020</td>
</tr>
<tr>
<td>SR 65</td>
<td>Operational improvements in Marysville through area where SR 20, 65 and 70 come together by 2020</td>
</tr>
<tr>
<td></td>
<td>Capacity and operational improvements from Galleria Blvd. to Lincoln Blvd.</td>
</tr>
<tr>
<td>Placer Parkway</td>
<td>New 4-lane divided facility from SR 65 to Watt Ave; Interchange at SR 65 Whitney Ranch; at-grade crossings at Fiddyment, Foothills, and Watt by 2036</td>
</tr>
<tr>
<td>SR 99/70, Sacramento, Sutter &amp; Yuba</td>
<td>Operational improvements between I-5 and Placer Parkway (phased completion)</td>
</tr>
<tr>
<td>I-5 South, Sacramento</td>
<td>New carpool lanes, downtown Sacramento to Morrison Creek by 2036</td>
</tr>
<tr>
<td>SR 99, Sacramento</td>
<td>New southbound auxiliary lane, Elk Grove Blvd. to Laguna Blvd by 2036</td>
</tr>
<tr>
<td>Capital Southeast Connector</td>
<td>New four lane connector along White Rock and Grant Line Road from US 50 in El Dorado County to Douglas Road in Sacramento County, continuing with four lanes on Grant line from Bradshaw Road to Kammerer Road (phase completion)</td>
</tr>
<tr>
<td></td>
<td>Future work will include four lanes on Grant Line between Bradshaw Road and Douglas Road</td>
</tr>
</tbody>
</table>

### MTP/SCS in brief

This region will add 811,000 people over the 20 years, including an additional 439,000 jobs and 285,000 homes. The MTP/SCS forecasts the general location, use, density and intensity of this growth and identifies strategic improvements for the region’s existing roads and transit system to accommodate this growth. The plan complies with state Senate Bill 375, which means it includes a Sustainable Communities Strategy (SCS). The SCS demonstrates how the transportation investments of the plan support the forecasted growth in the region in order to achieve per capita greenhouse gas emissions reductions. The foundation of the land use assumptions in the MTP/SCS are adopted and proposed local land use plans, policies and regulations. The final plan is the result of SACOG Board
direction, extensive public involvement, close coordination with local agencies, and SACOG technical analysis.

The MTP/SCS Focuses On Six Principles

Smart Land Use
   Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.

Environmental Quality and Sustainability
   Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.

Financial Stewardship
   Create a transportation system that delivers cost-effective results that are feasible to construct and maintain.

Economic Vitality
   Efficiently connect people to jobs and get goods to market.

Access & Mobility
   Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.

Equity & Choice
   Provide real, viable travel choices for all people throughout our diverse region.
Frequently Asked Questions

What is the MTP/SCS and why do we need one?

The Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036 (MTP/SCS) is a long-range transportation plan. It provides the regional vision for surface transportation, within the constraints of funding the region can reasonably expect to receive. If a city, county, or public agency in the region wants to use federal or state transportation funding for projects or programs, the projects must be contained in, or be consistent with, this MTP/SCS.

Under federal law, SACOG is responsible for long-range transportation planning in the six-county area — Sacramento, Yolo, Yuba, Sutter, El Dorado and Placer counties (excluding the Tahoe Basin). This area is designated by the U.S. Environmental Protection Agency as a federal non-attainment area for ozone, meaning that for the region to be eligible to receive federal transportation funds, the region’s transportation system must meet particular air quality standards.

Transportation systems are best planned at a regional level because people do not confine their trips to a local area. Federal law established regional agencies for the purpose of area-wide transportation planning in the 1962, so that planning for highways, roads, and public transit would be comprehensive and cooperative between local agencies. SACOG must prepare a long-range regional transportation plan covering at least a 20-year planning horizon and update it every four years.

How does the MTP/SCS relate to the California Clean Air Act?

Federal legislation requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990 amendments to the California Clean Air Act (CCAA) established new air quality requirements for the development of metropolitan transportation plans and programs. The CCAA sets even tougher state goals. The CCAA provides a planning framework for attainment of California Air Quality Standards. Local air districts in violation of state standards are required to prepare air quality attainment plans.

The MTP/SCS must meet requirements to achieve air quality attainment. For air quality of each class (moderate, serious, severe), the CCAA specifies air quality management strategies that must be adopted. For all classes, attainment plans are required to demonstrate a 5 percent per year reduction in emissions of air pollutants or their precursors.

Where do MTP/SCS funds come from?

Approximately 12 percent of the funds come from the federal sources, 32 percent from state sources and 56 percent from local sources. Chapter Four of the MTP/SCS explains these assumptions.
How was this plan created and who was involved?

The Board initiated the 2016 update of the MTP/SCS just over two years ago. The 2016 MTP/SCS update has focused on refinement of, and addressing implementation challenges to, the current (2012) plan. To guide this update, the Board adopted five guiding policy themes: land use forecast, transportation funding, investment strategy, investment timing, and plan effects. These five policy themes directed the research, analysis, outreach and engagement of the plan update, and the learnings from these efforts resulted in progressively detailed frameworks for the draft plan. Four sources of input throughout the planning process included: direction from the Board, input from the public through workshops and surveys, input from stakeholders through group meetings, coordination with member and partner agencies on project list and land use assumptions, and supporting staff research and technical analysis.

A significant amount of time and effort of the plan update was focused on developing and vetting of its land use and transportation assumptions. To do this, the Board first directed the development of three regional land use and transportation scenarios to define the range of reasonably foreseeable transportation and land use futures that could occur in this region by the year 2036. Scenario 1 had the most expanded development pattern and highest investment in road expansion projects; Scenario 3 had the most compact development pattern and highest investment in transit projects; Scenario 2 was the midpoint of these two scenarios and the land use and transportation inputs of the 2012 plan.

In modeling the performance of these three scenarios the analysis showed that Scenario 2, the current plan, fell short of achieving its SB 375 GHG target for the year 2035. Simultaneously, SACOG gathered input on the public’s transportation investment priorities through live public workshops, online surveys and a scientific phone poll; the main concern of respondents are road maintenance and transit. After considering all of this information, the Board adopted a framework for a preferred land use and transportation scenario for the plan that directed the following: 1) develop a draft preferred scenario that meets federal air quality conformity requirements and achieves state greenhouse gas targets, 2) develop a land use forecast that meets federal and state requirements and supports those air quality objectives, and 3) shift budget to system maintenance (Fix-it-First) investments and find new, reasonably foreseeable revenues to put towards those investments, consistent with the Board’s adopted policy themes for this plan update. In other words, a draft preferred scenario would have to show better transportation and air quality performance than the prior plan (a.k.a., Scenario 2).

Pursuant to the Board’s preferred scenario framework and over multiple months staff worked with the Board, member and partner agencies, and stakeholders to develop and vet a draft preferred scenario. This vetting period included presentations of the scenario to meetings of city and county elected officials in each of the six counties of the SACOG region. In April 2015, the Board endorsed a preferred scenario, consisting of a transportation project list, budget, and land use forecast. The preferred scenario achieved all statutorily defined air quality objectives and the transportation investment and land use objectives set in the preferred scenario framework. A draft plan based on these assumptions and a draft environmental impact report were developed then released by the Board for a 60-day public comment period. The plan is scheduled for adoption in February 2016.
How does the MTP/SCS lead to projects getting built?

Cities, counties, transit districts and Caltrans build projects. The MTP/SCS provides a long-range plan for the Sacramento region’s transportation. SACOG receives state and federal transportation funds and assigns them to specific projects (programming) two to four years into the future through the Metropolitan Transportation Improvement Program (MTIP). The early year MTP/SCS projects were included in a MTIP amendment are adopted concurrently with the MTP/SCS. TIPs are amended every three years, and sometimes in between, if new funding becomes available. For construction to begin on a project receiving federal or state funds, it must first be included in the MTP/SCS and MTIP.

What projects get built from this plan during the next three to five years?

The current MTP/SCS anticipates further progress and completion of projects started in past TIPs and currently underway, and directs the start of new high priority projects called for in the Plan. Presently, SACOG staff is coordinating with local agency partners to confirm the MTP/SCS investments that have short term expenditures. The key challenges for this effort include meeting financial constraint (balancing revenues and expenditures) and ensuring that SACOG can meet air quality attainment year targets.

For the projects that start in the early years, some may be completed in as little as two years; others will take 10 years or longer. The completion year identified are subject to change as these projects move from environmental studies to engineering/design to right-of-way acquisition to construction at different paces, depending on complexity, external pressures and approvals, and funding.

How do projects get prioritized?

- Any jurisdiction can propose a transportation project based on an identified need, but ultimately these projects need to be sponsored by agencies authorized under federal law.

- A collaborative technical process is used to determine how these projects benefit the regional transportation network and local sponsors prioritize programs or projects according to the goals set forth for their respective jurisdiction. Public involvement efforts further prioritize key investments for the future transportation network.

- Priorities from technical analysis and public involvement undergo testing for financial constraints and conformity to federal air quality standards. These findings are incorporated into a draft MTP/SCS project list for public review.

- Review of the draft MTP/SCS project list occurs through a comment period. Efforts are made to solicit input from private, non-profit or civic organizations that can coordinate with a government agency at the federal, state, county or municipal level.

- Comments from the draft MTP/SCS project list are reviewed and incorporated into a draft plan that includes maps, figures, tables and more detail on the policies supporting the proposed investments.

- The draft MTP/SCS is released for a public comment period. SACOG responds to comments, and these are made available to the public at-large. Changes made to the plan based on comments are incorporated into a draft final plan.
• The draft final MTP/SCS goes before SACOG committees and board for consideration and eventual adoption.

• The first four years of the highest priority projects are evaluated for inclusion into the Metropolitan Transportation Improvement Program (MTIP).

• A draft MTIP is released for official public comment.

• The MTIP goes before SACOG committees and board for consideration and eventual adoption.

• The MTIP goes to state and federal authorities for approval.

• Funds flow to project sponsors to begin capital investments that typically involve preliminary engineering and right-of-way acquisition.

What federal and state requirements must be met?

The contents of the MTP/SCS is governed by a number of inter-related state and federal requirements. Some of the major requirements are summarized below.

A full list of requirements is available on the MTP/SCS website:


Fixing America’s Surface Transportation (FAST) Act

In December 2015, President Obama signed into law the Fixing America’s Surface Transportation (FAST) Act, a five-year federal transportation reauthorization bill that succeeds Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act maintained funding programs that SACOG relies on and provided a one-time increase in 2016, followed by inflationary increases in the final four years of the law. Funds from federal agencies are primarily determined by formula and subject to Congressional appropriation.

Guidance for metropolitan transportation plans has not yet been updated to implement this act.

Current federal guidelines require SACOG to develop a long-range metropolitan transportation plan (MTP/SCS) every four years, with a financial plan, congestion management plan and visual aids (maps, graphics); involve all interested parties (the public and federal, state and tribal wildlife, land management, resource agencies and regulatory agencies) in decision-making and planning; consider social, economic and environmental effects; analyze existing conditions, projections of urban area economic, demographic, and land use and projections of potential transportation; evaluate alternative transportation; refine the current transportation system; identify operation and management strategies and capital investments; and include safety elements.

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP
offers a blueprint to guide future transportation decisions and investments that will ensure California’s ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption. The CTP is the product of extensive public outreach and consultation with transportation partners and stakeholders, presents a vision for California's future transportation system and defines goals, policies, and strategies to reach the vision. The CTP vision is one of a fully integrated, multi-modal, sustainable transportation system that supports the three outcomes that define quality of life: prosperous economy, quality environment, and social equity.

**CEQA/NEPA**

The MTP/SCS is subject to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. SACOG originated the proposed programs and actions for the MTP and, as such, is the lead agency for the purpose of developing and distributing environmental documentation. The MTP/SCS is not subject to environmental review under the National Environmental Policy Act (NEPA).

**Senate Bill 375**

SB 375 requires the MTP to include a Sustainable Communities Strategy, which must include the following: 1) identify the general location of land uses, residential densities, and building intensities within the region; 2) identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an 8-year projection of the regional housing need; 3) identify a transportation network to serve the regional transportation needs; 4) gather and consider the best practically available scientific information regarding resources areas and farmland in the region; 5) consider the state housing goals; 6) set forth a forecasted development pattern for the region; 7) allow the regional transportation plan to comply with the federal Clean Air Act. (Gov. Code, § 65080, subd. (b)(F)(2)(B)); 8) demonstration that the plan’s forecasted land use pattern and transportation network reduce greenhouse gas emissions and achieves, if feasible, the greenhouse gas emissions reduction targets approved by the California Air Resources Board. If the MTP/SCS does not achieve the greenhouse gas emission targets set by the California Air Resources Board, an Alternative Planning Strategy must be developed to demonstrate how the targets could be achieved.

**HOW DOES THIS RELATE TO THE REGION’S BLUEPRINT?**

The original MTP2035 (adopted in 2008) built on the Blueprint Preferred Growth Scenario, a 50-year vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. Blueprint envisions more housing and transportation choices and promotes better land uses and quality design for our region by 2050. It also serves as a framework to guide local government in growth and transportation planning. The MTP/SCS continues implementation of the original MTP2035 and the Blueprint. More information about the Blueprint and how it’s being implemented can be found on our website at: [www.sacregionblueprint.org](http://www.sacregionblueprint.org).
In the 2007–08 legislative session, Governor Schwarzenegger signed Senate Bill 375 (Chapter 728, Statues of 2008), authored by State Senator Darrell Steinberg, which further links land use planning, transportation planning, California Environmental Quality Act (CEQA) reform, and affordable housing planning. The bill, modeled on the Sacramento region’s Blueprint, encourages the 18 Metropolitan Planning Organizations (MPOs) in California to pursue and implement integrated land use and transportation plans.

SB 375 has three parts: transportation and land use planning (sustainable communities strategies), CEQA reform, and affordable housing planning. SB 375 will also help meet regional greenhouse gas reduction targets being set by the Air Resources Board to implement the Global Warming Solutions Act of 2006 (AB 32).

**Land Use & Transportation Planning**

The California Air Resources Board (ARB) worked with an advisory committee to provide targets to the MPOs for greenhouse gas emissions for cars and light duty truck trips from the regional land use and transportation system. MPOs, through significant involvement with the public and their member cities and counties, will then prepare a Sustainable Communities Strategy (SCS) as a component of their Metropolitan Transportation Plan (MTP) that documents greenhouse gas emissions and meets their regional target.

If the SCS does not meet the target, the MPO must adopt an Alternative Planning Scenario that does, although it is not required to implement the alternative, as it may require transportation funding and changes to land use patterns that go beyond what federal law allows. The ARB may accept or reject that the SCS or the alternative strategy meets the target, but it does not approve either scenario, and cannot suggest or require changes.

Projects already programmed in the State Transportation Improvement Program through 2011 and projects, program and categories of projects in any county sales tax approved by the voters prior to December 2010 are expressly exempted. Several safeguards are also included to preserve local government land use authority.

**CEQA Reform**

If a mixed-use project is consistent with a Sustainable Communities Strategy accepted by ARB, several benefits may apply. The project would not have to analyze growth-inducing impacts or impacts on climate change or on the regional transportation network. A reduced-density alternative, because of car and light-duty truck trips, would not be required. Local governments would be able to establish their own mitigation standards for local traffic impacts.
A limited set of projects that meet very stringent environmental and other criteria would be exempt from any CEQA analysis. Projects with a density of 20 dwelling units per acre within a half-mile of current or planned high-quality transit service would be able to have a more limited CEQA review for any impacts that are sufficiently analyzed in the MTP EIR and provide adequate mitigation.

**Affordable Housing Planning**

Each MPO’s process for updating its Regional Housing Needs Allocation (RHNA) would occur every eight years instead of every five years to synchronize it with updates to MTPs, which occur under federal law in four-year increments. The California Department of Housing and Community Development process for setting the regional housing allocations for the MPOs will encourage providing sufficient housing to match the projected employment growth in a region, and the way the MPOs allocate the housing to each of the cities and counties must be consistent with the SCS.

Local governments must rezone their properties to be consistent with their updated Housing Element within three years in most cases. If a local government does not update its housing element within 120 days of the statutory deadline, then it will have a four-year RHNA update cycle instead of an eight-year cycle.

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**Frequently Asked Questions about SB 375**

**What is the same and what is different about the Metropolitan Transportation Plan since the passage of SB 375?**

The basic components and steps for developing the Metropolitan Transportation Plan (MTP) are the same: prepare a long-range growth forecast; realistically estimate where that growth will occur throughout the cities and counties of the region; and prepare a list of transportation investments within a realistic budget, and that meet federal Clean Air Act requirements. SB 375 adds new requirements: the inclusion of a Sustainable Communities Strategy (SCS) that strives to achieve a passenger vehicle greenhouse gas emissions reduction target; and additional consideration of natural resource and farmland impacts. SB 375 also adds streamlining benefits under the California Environmental Quality Act (CEQA) to assist housing projects consistent with the SCS, and it aligns the SCS with the Regional Housing Needs Allocation (RHNA) process. Therefore, rather than thinking of the MTP and SCS as two separate documents, they are one document that has more detailed requirements in some areas than the past plans, while offering some incentives to achieve the regional greenhouse gas reduction target.
How was the timing determined for SACOG’s first MTP update under SB 375?

The timing of SACOG’s first MTP update under SB 375 was determined by state law. All 18 regions in California must update their current MTPs no later than four years from the adoption of their current plans.

How does SACOG develop the land use and transportation components of the SCS?

Land Use

First, SACOG prepares a long-range, 20+ year forecast of the growth in employment, population, and households for the region. Second, SACOG estimates the most likely location, intensity, types, and timing of land development throughout the region. SACOG works closely with local government staff and stakeholders, and estimates the probable land development pattern based on a combination of market and policy/regulatory influences. Federal and state requirements apply to this process.

Transportation

SACOG designs the type and timing of transportation investments to optimize performance with the land use pattern. The investments strive to achieve a range of performance goals, including reductions in congestion, vehicle miles traveled, and environmental impacts, and increases in transit, walking, and bicycling. SB 375, and sound planning principles, require the SCS to be an internally consistent document.

Is the MTP/SCS required to meet the target for passenger vehicle greenhouse gas emission reductions set by the California Air Resources Board for the SACOG region?

Yes, if SACOG determines that there is a feasible way to do so. If SACOG determines, based on substantial evidence, that it is not feasible to meet the regional target, then SACOG must develop an Alternative Planning Scenario (APS) to show how the target could be met. If SACOG develops an APS, it is not required to implement it.

Are local governments required to demonstrate that their general plans and other policies, or decisions on project entitlement applications, are consistent with the MTP/SCS?

No. The SCS does not impact local land use authority. SB 375 explicitly states that it does not supersede the land use authority of a city or county and that an SCS does not regulate the use of land. There is no requirement that a city’s or county’s land use policies or regulations, including its general plan, conform to the SCS. Current federal requirements, in place prior to the passage of SB 375, require that the land use allocation in the MTP reflect development patterns most likely to be built in the region, and these federal requirements are specifically protected by SB 375.
Why are there CEQA incentives in SB 375, what are they, and how do they affect local government land use authority?

The CEQA incentives in SB 375 are intended to make it easier to build housing and mixed-use projects that are consistent with the MTP/SCS through regulatory streamlining.

There are 3 types of CEQA streamlining incentives for different kinds of projects: (1) all housing and mixed-use (as defined) projects consistent with the MTP/SCS are exempt from requirements to analyze the impact of the project on passenger vehicle greenhouse gas emissions, the regional transportation system and growth inducement; (2) Transit Priority Projects have an easier legal burden of proof to meet and may prepare a short-form Sustainable Communities Environmental Assessment instead of a full EIR; and (3) a very limited number of infill projects will qualify for a complete waiver from any CEQA review. (See CEQA Benefits of SB 375, below, for more details.)

For those projects that meet the criteria for CEQA streamlining benefits, local governments will determine whether a project is consistent with MTP/SCS by reference to the land use detail in the SCS for each jurisdiction, including location, general use, density, building intensity, and applicable policies.

It is important to emphasize that the consistency determination is relevant only to the eligibility of a project for CEQA streamlining benefits. As noted, SB 375 does not require that local plans be consistent with the SCS. While there are potential CEQA benefits for projects within the SCS, local governments can approve development outside of the SCS—SB 375 does not change this. In this way, SB 375 protects developments not in the SCS from being disadvantaged in the CEQA process.

Does the MTP/SCS provide flexibility for changing conditions and needed revisions?

By state and federal law, the MTP/SCS must be updated every four years. During each update cycle, SACOG is required to develop a new growth forecast and to reanalyze the land use and transportation elements of the plan; in other words, land use patterns and transportation projects from the prior MTP/SCS are not simply grandfathered into the updated plan.

How does SB 375 align the MTP/SCS with the RHNA process?

Before SB 375, federal and state law ignored that, in most of California, regional transportation plans and regional housing needs plans (RHNP) are prepared by the same regional organization. However, conflicting deadlines and policies, historically, have caused a disconnection between these two planning activities. SB 375 eliminates this disconnection by integrating the two processes, and by requiring the RHNA process (which results in the RHNP) to be consistent with the projected development pattern in the SCS.

Significantly, SB 375 also extends the RHNA planning cycle in the SACOG region from five years to eight years, which means that jurisdictions in the region will have to update their housing element every eight years, instead of every five years as previously required.
Resources

Institute for Local Government SB 375 Local Official’s Guide:  
http://www.ca-ilg.org/webinar/ab-32-and-sb-375-legal-analysis-resources

California State Association of Counties Analysis of SB 375:  

Impacts of SB 375 on Transportation (Caltrans):  
CEQA Benefits of SB 375

Housing and Mixed-use Projects Consistent with the SCS

A residential or mixed-use project that is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a SCS or APS is not required to reference, describe, or discuss growth-inducing impacts or project-specific or cumulative impacts from cars and light-duty truck trips on global warming or the regional transportation network, if the project incorporates the mitigation measures required by an applicable prior environmental document. An EIR prepared for this type of project is not required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project.

Transit Priority Projects

The following three CEQA benefits apply only to Transit Priority Projects, a new concept created by SB 375. A Transit Priority Project (TPP) must meet three requirements: (1) contains at least 50 percent residential use (commercial use, if any, must have floor area ratio of not less than 0.75); (2) have a minimum net density of 20 units per acre; and (3) be located within one-half mile of a major transit stop or high-quality transit corridor included in the MTP.

Traffic Mitigation Measures for Transit Priority Projects (TPPs)

SB 375 authorizes the adoption of traffic mitigation measures that apply to TPPs. These measures may include requirements for the installation of traffic control improvements, street or road improvements, transit passes for future residents, or other measures that will avoid or mitigate the traffic impacts of transit priority projects. A TPP does not need to comply with any additional mitigation measures for the traffic impacts of that project on streets, highways, intersections, or mass transit if traffic mitigation measures have been adopted.

Sustainable Communities Environmental Assessment for TPPs

A TPP may qualify for a Sustainable Communities Environmental Assessment (SCEA) if the project incorporates all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports. An SCEA is similar to a negative declaration in that the lead agency must find that all potentially significant or significant effects of the project have been identified, analyzed and mitigated to a level of insignificance. There are four significant differences:

- cumulative effects of the project that have been addressed and mitigated in prior environmental impacts need not be treated as cumulatively considerable;
- growth-inducing impacts of the project are not required to be referenced, described or discussed;
- project-specific or cumulative impacts from cars and light-duty truck trips on global warming or the regional transportation network need not be referenced, described or discussed; and
o an SCEA is reviewed under the substantial evidence standard, rather than the fair argument test that is typically applied for CEQA.

**Total CEQA Exemption for TPPs**

A TPP is exempt from CEQA if it complies with a list of criteria, including the following:

- not more than 8 acres and not more than 200 residential units;
- can be served by existing utilities;
- does not impact wetlands, wildlife habitats, or native plants;
- does not have a significant effect on historical resources;
- does not result in any net loss in the number of affordable housing units within the project area;
- does not include any single level building that exceeds 75,000 square feet;
- buildings are 15 percent more energy efficient than required, and buildings and landscaping is designed to achieve 25 percent less water usage;
- any applicable mitigation measures, performance standards, or criteria set forth in prior environmental impact reports, and adopted in findings, will be incorporated into the TPP;
- determined not to conflict with nearby operating industrial uses;
- is adopted at a public hearing; and
- provides at least one of the following three options:
  - (1) a minimum of 5 acres per 1,000 residents of open space;
  - (2) at least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing will be rented to families of very low income; or
  - (3) the developer will pay in-lieu fees sufficient, pursuant to a local ordinance, to result in the development of an equivalent amount of units described under option 2.

The criteria for a total CEQA exemption are very strict. For more information, please refer to California Public Resources Code Section 21155.
SACOG is required to have a Board adopted Public Participation Plan (PPP) as a guide to meeting the federal and state requirements for public participation for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the Metropolitan Transportation Improvement Program (MTIP). The PPP provides a guide for public involvement activities to be conducted by SACOG and contains a suite of optional activities that can be utilized should resources be available. SACOG is required to periodically review and update the PPP. Federal guidelines do not set a timeframe for the review and/or update. Additional federal guidelines apply to the update process of the PPP, including a public comment period.

The current PPP was updated and adopted by the SACOG Board in 2013. This evolving document was developed with the input of several community-based organizations representing a broad spectrum of stakeholders including the typically underrepresented stakeholders in the Sacramento region. The plan also received input from member jurisdiction staff, affected public agencies, representatives of users of pedestrian walkways and bicycle transportation facilities, transit, representatives of the disabled, and other interested parties.

In its public participation process for the MTP/SCS and MTIP, SACOG will:

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the Metropolitan Transportation Improvement Program (MTIP);
- Provide timely notice and reasonable access to information about transportation issues and processes;
- Employ visualization techniques to describe the MTP/SCS and MTIP;
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, including the internet;
- Hold any public meetings at convenient and accessible locations and times;
- Demonstrate consideration and response to public input received during the development of the MTP/SCS and the MTIP;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority communities, who may face challenges accessing employment and other services;
- Provide an additional opportunity for public comment if the final MTP/SCS or MTIP differs significantly from the version that was made available for public comment by
SACOG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

- Coordinate with the statewide transportation planning public involvement and consultation processes; and

- Periodically review the effectiveness of the procedures and strategies contained in this PPP to ensure a full and open participation process.
The federally required Transportation Improvement Program (TIP) is known in the Sacramento region as the Metropolitan Transportation Improvement (MTIP). It is a short-term listing of surface transportation projects that receive federal funds, or are regionally significant. Apart from some improvements to the region’s airports and the Port of West Sacramento, all regionally significant transportation projects and federally funded capital projects are part of the MTIP. This means that many—but not all—near term transit, highway, local roadway, bicycle and pedestrian investments are included in the MTIP. SACOG, as the federally designated Metropolitan Planning Organization (MPO) for the six-county Sacramento region, prepares and adopts the MTIP every two years.

Only projects included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) may be incorporated into the MTIP. The MTIP derives all of its projects either directly from the MTP/SCS or indirectly from the policies and lump sums within it. The MTP/SCS is the long-range policy and planning document while the MTIP is the short-range implementing document that enables those planned projects to begin work. The MTIP lists projects from the MTP/SCS that have funding that is already committed or is considered reasonably available. Those projects must intend to begin a phase of work during the four years of the MTIP.

The MTIP must comply with three key tests. First, it must give the public the opportunity to comment. Second, it must demonstrate that the amount of dollars programmed (committed) to the projects does not exceed the amount of dollars estimated to be available. The MTIP includes a financial summary that demonstrates financial constraint, namely that sufficient financial capacity exists for programmed projects to be implemented. Third, it must conform to the State Implementation Plan (SIP) for the region. In other words, SACOG must demonstrate that the MTIP won’t affect the region’s ability to attain clean air standards on schedule.

Inclusion in the MTIP is an essential requirement for encumbering federal funds. Project funding, schedules, and scopes fluctuate in the near term, so SACOG revises the MTIP frequently to help ensure successful project delivery. Administrative modifications occur monthly and formal amendments occur quarterly. For perspective, SACOG revised the MTIP 28 times during the two years of the prior 2013/16 MTIP. The Public Participation Plan (PPP), SACOG’s adopted policy and procedural document for public outreach, ranks MTIP revisions into five types, each with different levels of public involvement and approvals, depending on the nature of the revision. Most revisions to the MTIP are simple changes to schedule or funding years, and these are processed by SACOG staff using delegated authority by the SACOG Board. Significant revisions require Board approval.
Programming

Programming, in transportation, means assigning and reserving funds for specified projects in the Metropolitan Transportation Improvement Program (MTIP). Once programmed, city and county public works agencies, transit operators and Caltrans then carry out the projects.

SACOG programs federal and state funds to projects, totaling about $110 million per year, across three programs:

1. Federal Highway Administration Programs
2. Federal Transit Administration Programs
3. State Transportation Improvement Programs (includes both state and federal funds)

Project Delivery

Project Delivery, in transportation, means getting a project from programming to construction. Any agency delivering a project using state or federal funds faces a complex process with many steps. Both Caltrans and SACOG staff help local agencies navigate projects through the federal highway process (which Caltrans administers for the Federal Highway Administration).

Each year, SACOG staff helps project sponsors deliver their federally funded projects, with particular focus on those funds that flow through SACOG’s funding programs. Project sponsors must navigate a complicated federal aid funding process to request and spend these funds in a timely manner. SACOG’s annual delivery plan prioritizes who can request federal funds during the Federal Fiscal Year (FFY) by balancing past commitments, funding availability, and project readiness.

SACOG defines delivery success as encumbering more federal funds than the target funding amount (Obligation Authority) set each year by Caltrans Headquarters. Once SACOG meets the target, all delivery above this target uses funding capacity not used by other regions in the state and/or by other states in the nation.

Also, SACOG helps transit operators with project delivery, although most operators manage their own projects dealing directly with the Federal Transit Administration. Caltrans manages the delivery of state highway projects, while SACOG has only a minimal role. SACOG also assists local agencies to mix and match funds for projects, to ensure appropriate, effective, and timely use of the various kinds of funds available.
Project delivery through the federal/state process includes at least the following steps:

1. Federal and state environmental studies and hearings.
2. Permits from federal and state environmental agencies and sometimes local agencies.
4. Contract requirements for consultants, construction contractors, and equipment suppliers.
5. Compliance with federal or state design and engineering standards.
6. Certification of all requirements and steps, preparatory to funding approvals.
7. Approvals for the obligation of federal funds and allocation of state funds.

Two State Laws Require Timely Project Delivery

**AB 1012**

Passed in 2000, this law imposes the state’s “use-it-or-lose-it” requirement to SACOG’s federal funds: All federal funds programmed by regions must be encumbered within three years, or else Caltrans takes the funds. For SACOG, this law applies to Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Program (CMAQ) funds. The law applies to funds, not projects. It does not require that specific projects be delivered on time, but rather that minimum funding amounts be encumbered on time. Therefore, SACOG tries to ensure that projects are delivered around the region to substitute for those that might deliver late.

**SB 45**

Passed in 1997, this law imposes delivery requirements to SACOG’s state funding: In the State Transportation Improvement Program (STIP), each specific project must be delivered by the date scheduled. In contrast to the Use-It-or-Lose-It requirement, SB 45 applies to the specific project, not an overall funding amount. The STIP requirement works two ways. First, if a project is not delivered during the year shown in the STIP (or granted an extension at the discretion of the California Transportation Commission), the Commission removes both the funds and project from the STIP. The impounded funds are returned to the region a year or two later. Second, once the funds are allocated (encumbered), the project must begin implementation within a specified time limit (currently, six months). In certain cases, the Commission may grant a single extension, up to 20 months. The funds are lost to the state if the sponsor fails to meet the deadline: The Commission takes the funds and redistributes them across the state. Therefore, SACOG tracks STIP projects and ensures that agencies are meeting their schedule commitments.
Overview

In December 2015, President Obama signed into law the Fixing America’s Surface Transportation (FAST) Act, a five-year federal transportation reauthorization bill that succeeds Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act maintained funding programs that SACOG relies on and provided a one-time increase in 2016, followed by inflationary increases in the final four years of the law. Funds from federal agencies are primarily determined by formula and subject to Congressional appropriation.

Funds Direct to SACOG

There are two major federal funding programs administered by SACOG under MAP-21: the Regional Surface Transportation Program (RSTP), and the Congestion Mitigation and Air Quality Program (CMAQ). These programs provide funds for general transportation purposes, for projects that specifically assist in reducing on-road-vehicle emissions, and projects that go above and beyond basic transportation to enhance the transportation experience. SACOG traditionally programs these funds every two years as part of its Regional Programming Round.
Federal Funding

Federal funds make their way to California through the Highway Trust Fund, as defined by the current Federal Transportation Act, MAP-21. These federal funds within the state of California are divided 75 percent for highway programs and 25 percent for transit programs. Under state law (SB 1435 of 1992), Caltrans keeps and uses about 45 percent of this federal funding; since 2006 it has essentially used all of it for state highway rehabilitation work, through the State Highway Operations and Protection Program (SHOPP). The other 55 percent ends up on regional and local road and transit projects, via about 25 separate programs, each with its own rules and processes; about $75 million per year flows through SACOG.

State Funding

While, state funds for transportation grew over the past decade, many of the funds were one-time bond funds and federal economic stimulus funds that are winding down and are unlikely to be replaced. Even with these one-time funds, Caltrans and local governments have not been able to keep up with reconstruction, rehabilitation, and maintenance. Together with the lack of a transportation revenue source that is indexed for inflation and reductions in fuel purchases (due to increased vehicle efficiency and less travel), the state is about to enter into a period with less money for transportation. There is some stability, however, in transportation funding from the dedication of the sales tax on gasoline to transportation purposes. Even so, in 2010, the state swapped gasoline sales tax revenues for an increase in the gasoline excise tax, which was revenue neutral in the short term, but will reduce revenue in the long term due to inflation. The state also increased the sales tax on diesel fuel and decreased the excise tax on diesel fuel.

Regional and Local Effects

Local public works agencies can expect a continued upward trend in revenues from general sales tax sources (Transportation Development Act and Sacramento Measure A) and development fees as the economy slowly makes its way out of economic recession. Through November of 2013, sales tax receipts are up 4.5 percent over the same period last year, and unemployment has declined to 8 percent for the region. Given the improving jobs outlook and consumer spending, it is reasonable to assume that the regional economy will continue to improve in 2014, resulting is slightly higher local revenues to support transportation investments in the coming year.

Rule of Thumb for Regional Funding Share

The discussion above is built on a statewide revenue and expenditure basis. It takes a lot of time to estimate funding to the regional level, for three reasons: 1) each formula-based program must be individually calculated with its own specific formula, 2) the amount of State
(Caltrans) funding varies by year and 3) many programs distribute funding on a project-competitive basis, where the geographic results vary from year to year.

The Sacramento region has about 5.5 percent of statewide population, and receives in the range of 3 to 7 percent of program formula funds. For example, Sacramento gets about 3 percent of the part of State Transit Assistance that gets distributed according to transit fare revenues, about 5 percent of federal CMAQ funds, and about 7 percent of federal enhancement funds from the STIP, and received 3 percent of Trade Corridor Improvement bond funds and 12 percent of State Route 99 Proposition 1B bond funds. Across all federal and state funding programs, a rule of thumb says about 5 percent of statewide capital funding gets spent in this region.
Six Counties
SACOG, as the region’s Metropolitan Planning Organization, cooperating with EDCTC and PCTPA, conducted Cycle 1 in 2014 and Cycle 2 in 2015 of the six-county regional Active Transportation Program (ATP) funding round. Pursuant to California Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), the ATP was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines several federal and state funding streams previously used for bicycle, pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. Funding for the SACOG region in Cycle 1 totaled $9.8 million. The funding program’s guidelines are prescribed by California Transportation Commission.

Four Counties
About every two years, SACOG, as the Regional Transportation Planning Agency for Sacramento, Sutter, Yolo and Yuba counties, conducts a programming round to allocate funds to projects based on apportionments of regional Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and State Transportation Improvement Program (STIP) funds.

Each SACOG funding program has its own application process and guidelines. Project applications are solicited from public agencies and their partners located in Sacramento, Sutter, Yolo, and Yuba counties. Jurisdictions in El Dorado and Placer counties apply through the El Dorado County Transportation Commission and the Placer County Transportation Planning Agency, respectively. The regional funding programs include:

1. Air Quality
2. Bicycle and Pedestrian
3. Community Design
4. Regional and Local
5. Complete Streets Rehabilitation
6. Transportation Demand Management

Additionally, SACOG administers Federal Transit Administration funds for the six county region.

Air Quality
The SACOG region holds a non-attainment status for ozone and particulate matter (PM-10 and PM 2.5) under federal air quality standards. The Air Quality Funding Program is meant to help deliver cost-effective transportation projects that contribute the most to reaching attainment status. This program funds two categories of projects:

- **Emission Reduction Projects** are projects that provide real, permanent, and quantifiable on-roads emissions reductions for the region. Examples are gross-
• Public Awareness and Educational Campaigns include projects such as the Spare the Air campaign.
Bicycle and Pedestrian

The purpose of this funding program is to provide facilities for walking and bicycling in the cities and towns of the region and to provide connections between them. Also, the efficiency of the transportation system is a key component of achieving the goals set forth by the Blueprint Planning Process. In the preferred Blueprint Scenario, bicycling and walking are integral to the types of development patterns depicted in the Blueprint Preferred Scenario and are necessary for its successful implementation. Projects and programs funded through this program must support the implementation of the Blueprint Preferred Scenario and planning principles.

In order to help implement the Blueprint Preferred Scenario, SACOG invests in bicycle and pedestrian facilities through the bi-annual Bicycle and Pedestrian Funding Program, adopted by the SACOG Board of Directors in September 2003. The Funding Program is to encourage locally determined developments consistent with Blueprint principles and local circulation plans to be designed with walking, bicycling and transit use as primary transportation considerations, and to provide facilities for walking and bicycling within and between the communities of the Sacramento region.

Community Design

The overall purpose of the Community Design Program is to provide financial support for federal aid eligible capital projects that promote implementation of the Blueprint Project Principles.

The Community Design Program provides financial incentives to local governments in Sacramento, Sutter, Yolo and Yuba Counties that have specific development and transportation improvements that will help foster Blueprint-friendly communities. The financial incentives, which come in the form of grants through a competitive process, must be federal aid eligible and transportation-related projects that have some land use component.

Regional Local Program

The Regional/Local Program is SACOG's largest competitive program. The emphasis of the program is to fund projects that provide regional benefits; projects of varying size and type are eligible to apply. The program seeks to promote effective and efficient use of limited state and federal funding resources to both develop and maintain the regional transportation network. This is accomplished through the funding of capital projects, road rehabilitation projects, and the development of shelf-ready projects.

Transportation Demand Management

The goal for SACOG’s Transportation Demand Management (TDM) Program is to promote strategies that can lower the demands made on the road and highway system and improve air quality. The program focuses on the promotion of alternative modes of travel, including carpooling, vanpooling, public transit, telecommuting, bicycling and walking, primarily—but not exclusively—by people living, working, and traveling in the SACOG six-county region with the overall benefit of reducing Vehicle Miles Travelled (VMT).
Transit

In a separate process from the biennial Regional Funding Round, SACOG provides funding for transit capital and non-capital projects in consultation with the Transit Coordinating Committee. Funding available for transit includes:

1. FTA 5307 Urbanized Area Formula Program,
2. FTA 5310 Elderly Persons with Disabilities Formula Program,
3. FTA 5311 Non-urbanized Area Formula Program,
4. FTA 5337 State of Good Repair (rules still being established)
5. FTA 5339 Bus & Bus Facilities (rules still being established)
6. PTMISEA
Regional Transit Providers

1. Sacramento Regional Transit District
2. County of Sacramento (South County Transit Link)
3. City of Elk Grove — e-tran
4. Paratransit, Inc.
5. City of Folsom— Folsom Stage Lines
6. Yolo County Transportation District — Yolobus
7. Unitrans
8. City of Davis Community Transit
10. City of Auburn Transit
11. City of Roseville Transit
12. Placer County Transit
13. Placer County CTSA
14. El Dorado Transit
15. Yuba-Sutter Transit
SACOG is working with local partners to plan and implement Intelligent Transportation Systems (ITS) projects to improve traffic flow and reduce vehicle emissions.

ITS projects use advanced technology and tools such as freeway ramp meters, dynamic message signs and traffic signal timing to provide real-time information on traffic conditions and coordinate operations at local traffic centers.

The Sacramento Transportation Area Network, or STARNET, is a major component of the Sacramento region’s ITS architecture. While ITS technologies can be found throughout the region, several collaborative efforts are underway to address the most congested corridors. These efforts are being coordinated through the Sacramento Region ITS Partnership, an advisory committee composed of SACOG, local and state transportation personnel.

Overview of ITS

The Sacramento region’s population is projected to grow by one million people over the next 20 years. While this growth will generate more inter- and intra-regional travel, transportation agencies are limited in the number and scope of roadway projects they can undertake to accommodate those additional drivers. Seeking a solution to this dilemma, regional transportation agencies have embraced Intelligent Transportation Systems to help them maintain and improve the operating efficiency of our existing infrastructure. On roadways, ITS can reduce the occurrence of stop-and-go traffic, which will not only increase mobility, but also reduce vehicle emissions. The technology’s application in transit can improve timeliness and facilitate transfers. ITS can also provide the public with real-time traffic and transit information to help them make better informed travel decisions. With ITS in place, residents of the Sacramento region are enjoying a more efficient transportation system, which is improving the mobility without relying solely on additional pavement.

ITS utilizes advanced communications and computer technologies to improve transportation operations. Adoption of such technologies by local operators and Caltrans include freeway ramp meters, dynamic message signs, advance traffic signal timing and preemption, closed-circuit television cameras, highway advisory radios, and traveler information. Information fed to, and gathered from, these field devices is transmitted to central operation centers. Operators at these centers can monitor traffic flow and transit service in real-time and then, remotely, make adjustments to the system in response to changing conditions in the field. Currently, Caltrans, the California Highway Patrol, many Cities across the region and the county of Sacramento have operation centers in place. As more field devices and operation centers are deployed, operators will be able to monitor a larger portion of the region and coordinate operations between local and state agencies. This coordination is increasingly made possible through an interagency communications network called the Sacramento Transportation Area Network, or STARNET.
STARNET

Recognizing that STARNET is the backbone for regional ITS coordination, SACOG hired a team of consultants to implement a web based data and incident management system. The consultants have been developing solutions to address the integration of these mostly disparate systems. This allows these systems to share information and coordinate operations to improve the flow of traffic within and across jurisdictional boundaries. This coordination has not only assisted transportation operators and the public they serve, but also emergency service agencies that are able to arrive at the scene of an incident more rapidly and safely. The data which is being collected as part of the coordination effort is being integrated into a more robust 511 system for the region.

STARNET is a major component of the region’s ITS architecture. The architecture inventoried the current and planned ITS components in the region, how they are connected, and what information will be shared between them. It provided common terminology for all local traffic and transit operations systems included and functions as the plan for building a regional ITS system. The architecture was last updated in 2006 to include new and revised components; in particular STARNET. The region has used this architecture by assisting planners with developing project priorities and funding objectives. An update of the ITS architecture is being undertaken as part of a Regional ITS Master Plan to address current practices and innovations in ITS including those related to safety and security.

Smart Corridors

While ITS technologies are found throughout the region, coordination efforts are focusing on the most congested corridors. Many targeted corridors have been studied, and ITS applications implemented in the region. Often these corridors have included multi-modal, multi-jurisdictional, “smart corridor” collaborative efforts. Agencies often found working together along these smart corridors include the county of Sacramento, the Sacramento Regional Transit District, Caltrans, the California Highway Patrol, local City Traffic Operations divisions and Sac Metro Fire. Devices that have been installed in include dynamic message signs, closed-circuit television, advance signal timing, and signal preemption as well as vehicle location technology for buses and emergency vehicles. The projects have improved the flow of automobiles and buses through the corridors and when linked into the 511 system, provide information to the public on bus schedules and traffic conditions.

Future smart corridors and other ITS cooperative efforts are being facilitated via the Sacramento Region ITS Partnership, an advisory committee made up of local and state transportation personnel. The Partnership meets on a regular basis and identifies issues and opportunities in deploying ITS in the region. While ITS is defined by applications of technology in transportation systems, partnerships, teamwork and planning are critical elements of all successful ITS projects, especially those that involve multiple agencies and modes. SACOG has been active in building consensus to support successful ITS projects and anticipates continued collaboration between Partnership members on future projects.
Sacramento Region 511 primarily serves El Dorado, Placer, Sacramento, and San Joaquin, Sutter, Yolo and Yuba counties. Services include internet based web pages providing data from multiple Traveler Information sources for all modes of travel. The number, when used via a telephone, links callers to similar services from the Sacramento Region, the Bay Area, Nevada and Oregon.

511 provides access to information about all modes of travel: traffic conditions for commuters, bus and light rail information for more than 20 transit agencies, Paratransit services for the elderly and disabled, ridesharing information and information on commuting by bicycle. The telephone service is available in English and Spanish by dialing 511 from any landline or mobile phone. The web-based service is available at www.sacregion511.org.

As part of the continuing implementation of STARNET, it is anticipated that the website and phone systems will be under continuous improvement until the completed system is fully delivered in the fall of 2016. Many improvements have already been deployed including a website specifically designed for ease of use via portable devices and an additional low bandwidth website. Additional information sources will be incorporated for weather and chain control reporting. New innovation’s related to “personalized information” are available on the web and additional features will be released on the telephone services as development proceeds. A 511 smart phone app has been completed and is available. A process that would allow the distribution of data in a standardized format will allow 3rd party developers an opportunity to provide additional Apps for the SACOG region is under development.
Transportation Demand Management (TDM) focuses on the movement of people—rather than motor vehicles—through the promotion of “alternative travel modes” such as carpooling, vanpooling, public transit, bicycling and walking. It also includes the promotion of telecommuting and alternative work schedules through public education and incentive campaigns.

TDM is a combination of strategies, programs and partners. With unique communities, residents and employment centers, the diversity of strategies and partners is critical to realizing the greatest change in vehicle miles traveled. Different strategies work better for different people. Busy schedules, child care, irregular work schedules, school, work trip demands, mid-day errands, after school and after work activities, and perceived time savings are among the challenges to address in trip planning with alternative travel modes.

SACOG contracts with local Transportation Management Associations and Organizations (TMAs and TMOs) and other outreach partners to coordinate TDM programs, such as the Commuter Club website, vanpool startup incentives and May is Bike Month campaign, with local employers and employees providing valuable community oriented public outreach and assistance.

The SACOG region is divided geographically among 13 TDM outreach partners including:

- 50 Corridor TMA
- City of Elk Grove
- City of Roseville
- El Dorado County Transportation Commission
- McClellan Park TMA
- North Natomas TMA
- Placer County Transportation Planning Agency
- Point West Area TMA
- Power Inn Alliance
- Sacramento TMA
- South Natomas TMA
- Yolo TMA
- Yuba-Sutter TMA
Outreach partners agree to provide core TDM services to their areas including:

- promotion of rideshare and other alternative mode information;
- providing annual TDM service plans;
- participating in and supporting the SACOG TDM Task Force, its subcommittees and working groups;
- performing outreach to potential new members;
- promoting regional TDM campaigns;
- administering Emergency Ride Home services;
- identifying the need to implement corridor strategies;
- promoting completion of TDM program surveys or other evaluation tools;
- providing quarterly and annual reports to SACOG Board or policy committees; and
- providing periodic reports to their governing boards consisting largely of private business partners.

The TDM Task Force is charged with advising and assisting SACOG with its TDM programs, plans and budgets, guidelines for the TDM regional funding program, marketing activities and materials, incentive programs and websites.
The SACOG board members separately serve as the Board of Directors for the Capitol Valley Regional Service Authority for Freeways and Expressways (SAFE). The SAFE Board meets approximately three to six times per year, as necessary, on the same day the SACOG Board meets. There is also a subcommittee of the SACOG Transportation Committee that considers SAFE items.

The typical SAFE operating budget is approximately $1.95 million dollars per year. SAFE activities are funded with a $1 annual surcharge on vehicle registration which are then used to provide motorist aid services in the participating counties (Sacramento, San Joaquin, Yolo, Yuba, Sutter, and El Dorado). SAFE expenses are categorized into three major areas:

- $850,000 (44 percent) budgeted for fixed call box operating costs;
- $900,000 (46 percent) budgeted for Freeway Service Patrol services for Sacramento, Yolo, San Joaquin and El Dorado counties; and
- $200,000 (10 percent) budgeted for 511/STARNET program operations, San Joaquin County 511 program management and capital improvements.

Fixed Call Boxes

- Capitol Valley Regional SAFE (CVRS) operates 1,180 motorist aid call boxes at varying intervals along freeways, state highways, and bike trails in Sacramento, Yolo, El Dorado, Sutter, Yuba and San Joaquin counties.

- The Roadside Assistance Program (also called the Mobile Call Box), became operational in 2010 for several cellular providers. CVRS staff continues to work with individual providers to improve coverage and availability. Under this program, a motorist in need (runs out of gas, needs a tow or other help) has another communication option, which does not involve using a fixed call box, in order to receive help. The Roadside Assistance program allows motorists to use their cell phones to call 511, which directs the call to our call center, where an operator can assist them.

- Capitol Valley Regional SAFE (CVRS) contracts with Glenn County to operate their 34 call boxes.

- Capitol Valley Regional SAFE (CVRS) contracts with Placer County to operate their six “suicide boxes” which are located on the Forest Hill Bridge in Auburn.
Freeway Service Patrol

- Freeway Service Patrol (FSP) is designed to increase roadway safety, reduce motorist delays, reduce freeway congestion, reduce air pollution, and improve overall efficiency of freeway operations. FSP provides a fleet of roving tow and pick-up trucks on the lookout for stalls and accidents during peak commute hours to assist disabled motorists and remove disabled vehicles from the freeway. The SAFE provides the necessary matching funds to each County for their program.

- SAFE funds $721,000 and $27,000 for freeway service patrol services in Sacramento and Yolo County. The Sacramento Transportation Authority (STA) operates these programs.

- SAFE funds $113,000 toward freeway service patrol services in San Joaquin County (I-205). The San Joaquin Council of Governments operates this program.

- SAFE funds $31,000 towards freeway service patrol in El Dorado County (US-50). The El Dorado County Transportation Commission operates this program.

511/STARNET (Operations and Future Capital Improvements)

- A telephone, web and app based 511 program provides information to travelers allowing them to make informed modal choices based on real time information provided from the STARNET system.

- The Sacramento Transportation Area Network (STARNET) is a data information exchange network for transportation managers, operations facilities and emergency responders in the Sacramento region. STARNET is enabling the real-time sharing of data, live video, cross jurisdictional signal coordination, and refinement of joint operating procedures pertaining to roadways, public transit, and public safety activities. STARNET is a key provider of information to our region’s 511 system, as it gathers real time information about the condition of the transportation system and process it for regional distribution. The information can then be used by the public to make both good timing and modal choices for their travel needs.
Airport Land Use Compatibility Planning Issues
Blueprint Implementation Program
Caltrans Blueprint Grant Program
SACOG Community Design Grant Program
I-PLACE3S Modeling Program
Land use projections for the Metropolitan Transportation Plan
Regional GIS Committee Data Collection and Partnership Contracts Rural-Urban Connections Strategy Research and Grants Work Flood & Water Resources Monitoring and Considerations for Land Use and Transportation Impacts Regional Funding Programs Ne Federal Eight-Hour Ozone Standard State Implementation Plan (SIP)
AB 32 Implementation Plan SACOG Carbon Inventory Climate Change Education Efforts Transportation Control Measures Sacramento Clean Air and Transportation Program (SECAT) Climate Registry Greenhouse Gas Inventory (GRIP) Regional Funding Programs SB 375 Implementation
SACOG’s Land Use and Natural Resources Committee recommends action to the Board of Directors and performs the following activities:

- Overseeing the regional air quality plans for criteria pollutants (ozone, PM-10, PM-2.5, carbon monoxide) and the resulting air quality conformity analyses for the Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS) and Metropolitan Transportation Improvement Programs (MTIPs).

- Providing guidance and oversight of the Regional Housing Needs Allocation (RHNA), an eight-year plan of projected jurisdictional housing needs by household income, and supporting member jurisdictions in the development of their housing elements.

- Guiding the Rural-Urban Connections Strategy (RUCS), including program activity associated with multiple state and federal grants (e.g., California Strategic Growth Council Grant).

- Guiding implementation measures included in the MTP/SCS that will help mitigate climate change and other environmental impacts.

- Analyzing transportation, air quality, natural resources, and land use issues and their inter-relationships within our region for potential negative impacts that could inadvertently be created, identifying opportunities for improvements in these areas, and serving as a clearinghouse of ideas for SACOG members.

- Serving as a regional forum for discussing air quality, greenhouse gas emissions, energy conservation, climate change, and other natural resources issues, and serving as a regional clearinghouse for ways to address these issues.

- Monitoring greenhouse gas and air quality emissions standards and regional performance, including development and maintenance of tools associated with land use monitoring and forecasting activities.

- Acting as recommending committee for the Airport Land Use Commission (ALUC) functions for Sacramento, Sutter, Yolo and Yuba counties and for developing the Airport Land Use compatibility plans (ALUCPs) for areas around the airports working with cities and counties to ensure consistency determinations.

- Convening key stakeholders in discussions about natural resource issues and policy interactions with the MTP/SCS and RUCS, including the development of a regional open space plan, as identified in MTP/SCS.

- Discussing and supporting policies to encourage access to water resources and coordination of flood protection considerations associated with land use and
transportation infrastructure planning, including the development of workshops to provide the Board with background and potential strategies for flood issues.

- Monitoring and identifying the impacts of changes to U.S. Army Corps of Engineers or FEMA regulations that may impact development in communities subject to flooding.

- Discussing and supporting local agency requests for critical levee improvement projects, for authorization under the Water Resources Development Act, and for changes to mitigate the impacts of the National Flood Insurance Program on unique industries and economic clusters in the Sacramento region.

- Participating in regional coalitions related to water resources concerns associated with the Delta and Delta watershed.
As the designated Airport Land Use Commission (ALUC) for the counties of Sacramento, Sutter, Yolo and Yuba, SACOG is responsible for preparing Airport Land Use Compatibility Plans, or ALUCPs (formerly called Comprehensive Land Use Plans, (CLUPs)), which define compatible land uses based on state guidance for the areas surrounding the region’s public-use and military airports. In its role as the ALUC, as defined by the California State Aviation Act (California Public Utilities Code Section 21001 et seq.) SACOG has two primary functions. The first is the protection of public health, safety, and welfare through the adoption of land-use standards that minimize the public’s exposure to safety hazards and excessive noise from nearby airports. The second function is to prevent the encroachment of incompatible land uses around airports, thereby preserving the utility of these airports in to the future.

Land-use compatibility standards also are adopted, establishing the compatibility of individual land uses within each planning boundary. The ALUC works with local city and county governments to assure compatibility between local plans and the ALUPs for airport areas. Following ALUCP adoption by the ALUC, the local jurisdiction in which the airport is located coordinates with the ALUC for ensuring that its land use regulations are consistent with the ALUCP. Once this consistency is achieved, the local jurisdiction, in effect, implements the land-use standards established under the ALUCP.

Once an ALUCP is adopted, the ALUC must review specific types of development plans and proposals to determine whether they are compatible with the ALUCP. Such projects include amendments to general plans or specific plans, amendments to or adoption of new zoning ordinances, and building regulations, which affect land within a plan area. Usually, projects referred to ALUC staff consist of specific development proposals, which are seeking a discretionary approval or permit from the local jurisdiction. Projects determined to be incompatible with an adopted ALUP cannot be approved by the local jurisdiction, unless action is taken to overrule the ALUC determination. The action to overrule must be made by a two-thirds vote of the jurisdiction’s governing body after a public hearing and must be based upon specific findings that the proposed action is consistent with the purposes of ALUC law.
What is Blueprint?

The Blueprint project was initiated by the SACOG Board of Directors after it viewed regional modeling and forecasting results showing that current growth patterns and transportation investment priorities would result in significant increases in congestion in the future. The three-year process, which culminated in unanimous Board approval in 2004, used public input and involvement to develop the Preferred Blueprint Scenario for 2050, a voluntary framework for future growth in the region that reduces the congestion, provides for a greater range of housing choices, encourages reinvestment in already developed areas, and better integrates the location of jobs and housing. The Blueprint has served as a framework for subsequent updates to the land use component of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The Blueprint focuses on seven principles:

- Provide a variety of transportation choices
- Offer housing choices and diversity
- Compact development
- Use existing assets
- Mixed land uses
- Natural Resources Conservation
- Design for Quality

Public Involvement

Blueprint brought together local officials, civic groups, environmental advocates, the development community, business leaders and the public in a first-ever attempt to guide how the region grows over the next 50 years. Seeking broad input from the ground up, SACOG and civic partner Valley Vision held a series of 37 workshops in neighborhoods, cities and counties throughout the region. By the time the workshops, two regional forums and public opinion research had concluded in 2004, more than 5,000 participants had voiced support for the Preferred Blueprint Scenario.

The Next Steps in Blueprint

Blueprint project research clearly shows that changes to local land use patterns could achieve significant benefits to the region’s transportation system and air quality. Consequently, the MTP/SCS, updated every four years, focuses on integrating land use and transportation planning to achieve a high performing regional transportation plan.
Another outgrowth of the Blueprint process has been the Rural-Urban Connections Strategy (RUCS), a look at the region’s growth and sustainability objectives from a rural perspective.

For More Information

Information on Blueprint and the community involvement process are available at: www.sacregionblueprint.org. Also available online are a variety of civic engagement tools including educational videos and Powerpoint presentations, photo simulations and a planning and transportation photo database.
Blueprint Preferred Scenario

* El Dorado County was not able to directly participate in the Blueprint project that led to the SACOG Board's adoption of the 2050 Blueprint concept map and growth principles. The land use pattern shown on this map represents SACOG's expected growth in El Dorado County through 2035, the planning horizon of the next Metropolitan Transportation Plan. For the other 5 counties in the SACOG region this map represents Blueprint growth through 2050.
2050 Blueprint Preferred Scenario
Project Profile

Since starting the Blueprint project, the Sacramento region has taken a new approach to addressing transportation, land use, and air quality issues. The Blueprint recognizes rural communities and agricultural lands as critical to our economy, our environmental health, and our quality of life.

How do we protect our rural assets as development from a growing population impacts where we grow our food for ourselves and the world? The answer is complex, and requires public and private stakeholders from all sectors and all parts of the region to support agricultural viability and rural communities, linking the long-term success of farms, ranches and forested lands to the success of the region as a whole.

SACOG’s Board of Directors kicked off the Rural-Urban Connections Strategy (RUCS) in 2008. The RUCS project is looking at the region’s growth and sustainability objectives from a rural perspective. In the same way that the Blueprint is an economic development strategy for urban areas, RUCS strives to be an economic and environmental sustainability strategy for rural areas.

SACOG originally identified five areas of study:

- **Land Use and Conservation**: Policies and Plans that Shape Rural Areas
- **The Infrastructure of Agriculture**: Challenges to the Production Process
- **Economic Opportunities**: New Ways to Grow Revenue
- **Forest Management**: Growing Economic and Environmental Value
- **Regulations**: Navigating Federal and State Environmental Guidelines

While SACOG initiated the RUCS project, many other stakeholders have made the project possible including farmers, ranchers, foresters, agricultural researchers, farm bureaus, distributors, chefs and local, state, and federal officials. SACOG has developed tools and information geared at helping stakeholders in their efforts to keep rural areas sustainable and urban areas fed.

The Approach

To develop an understanding of the current conditions in rural areas, SACOG engaged stakeholders in workshops and working groups to identify issues, challenges and innovations, and comment on SACOG’s technical work and findings. SACOG also organized agricultural tours to educate government representatives about the production, processing, transportation and regulatory challenges and opportunities.

The Rural-Urban Connections Strategy continues to work directly with farmers/ranchers, rural residents, businesses, and public agencies to form strategies that enhance agriculture, rural economies, resource conservation, recreation, quality of life, and regional...
This work will broaden understanding of how land use and transportation investments affect rural areas and the whole region.

**Tools**

SACOG’s expertise in mapping and computer modeling has produced an unprecedented level of data regarding the region’s rural areas. The tools have been shared and refined with many partners, including Farm Bureaus, local planners, and county agricultural commissioners.

These tools include:

- Compilation of crop reports data comparing the volume and value of individual crops over 15 years
- Parcel-level crop maps showing what is grown and where in generalized agricultural “landscape types”
- Cost and revenue data for various crops to better understand agricultural viability
- Land needs to meet the demand for locally grown food
- Feasibility studies and business plans for local and regional food systems and their components
- Loss of farmland, actual and projected, given change in population and possible growth patterns
- Research of general plans and agricultural zoning
- Mapping of Williamson Act lands and analysis of potential land conversion impacts on air quality
- Mapping of traffic volume, transportation emissions, safety data and key farm-to-market routes for rural roads
- Analysis of labor needs for potential changes in cropping and ways to support farm workers
- Mapping of environmental data such as vernal pool locations and other protected lands
- Web-based application for envisioning rural development scenarios, to help rural residents and planners evaluate and shape the long-range future of land use
- Web-based application for agriculture analysis, which provides indicators on agricultural viability
- Econometric model to estimate changes in cropping patterns given changes in input cost or commodity prices
- Economic indicator analysis (potential costs and revenues) for varying types of agricultural land use
- Case studies highlighting the link between rural economic and environmental sustainability, including examples of tools and outcomes relevant across the region
The SACOG Community Design Program provides grants (see earlier section on Regional Funding Program) to local government agencies and their partners that ultimately promote physical development, which meet the goals of SACOG’s Blueprint Project. As a part of the 2025 Metropolitan Transportation Plan, the SACOG Board budgeted up to $500 million to be used for this program between 2004 and 2025. The grant awards fund improvements to public right-of-ways that are associated with private investment in smarter growth development.

Approximately every two years, the Board of Directors allocates funding to be distributed through the program. Staff then releases program guidelines and jurisdictions apply for funding on a competitive basis. Over 100 projects have been awarded approximately $140 million since 2004. The SACOG Board of Directors is anticipated to review the next cycle’s program guidelines in the summer of 2017. Applications are reviewed by two committees, a group of SACOG and Caltrans staff for eligibility of the grant requests, and the Community Design Working Group, comprised of stakeholders from different technical fields from throughout the region for recommendations based on the stated criteria. All three of SACOG’s board committees reviewed the committees’ recommended projects for awards in late 2013 before the SACOG Board reviewed and took final action.

The Community Design Program applies only to jurisdictions in Sacramento, Sutter, Yuba and Yolo counties; El Dorado and Placer counties have their own programs for awarding funding. Community Design is one of the SACOG Regional Funding programs.

Generally, the source of funding for awarded projects comes from federal transportation aid. This means the projects must conform to federal transportation aid guidelines in the use of these funds. Most projects are restricted from using funds for design engineering, environmental review, right-of-way acquisition or construction. Planning activities are also generally not allowed with federal aid. However, a small proportion of awarded projects have been able to use SACOG-managed funds, which do not have the same federal transportation aid guidelines; for planning and design activities not allowed with federal funds.
What is the regional housing needs allocation process all about?

Every eight years, SACOG adopts a Regional Housing Needs Plan. The plan is a state requirement to ensure that every city and county receives an allocation of housing units to plan and zone for.

The California Department of Housing and Community Development determines the total housing need for the Sacramento region and every other region in California. SACOG works with local governments to develop the method for assigning how many housing units each city and county should have. Each city and county then plans for their allocation of housing units in the housing element of their general plan.

When was the Regional Housing Needs Plan last adopted?

On September 20, 2012, the SACOG Board of Directors unanimously approved the Regional Housing Needs Plan for the period January 1, 2013 through October 31, 2021. The next Plan will have to be adopted approximately eight years after the prior one was adopted.

What state laws have changed that are reflected in the current 2013-21 RHNP?

In 2008, California enacted Senate Bill (SB) 375 to reduce greenhouse gas emissions from cars and light-duty trucks. SB 375 also links the regional housing needs process with the regional transportation planning process. SB 375 changed the regional housing needs process to occur every eight years instead of every five years to synchronize it with the regional transportation plan, which SACOG updates every four years.

SB 375 also changes the requirements for local governments to update their housing elements. Local governments must rezone land to accommodate their allocation of housing within three years, with some exceptions. If a local government does not update its housing element within 120 days of the statutory deadline, then it will have a four-year RHNA update cycle instead of an eight-year cycle.

What exactly does SACOG give to cities and counties?

SACOG gives each city and county a total number of housing units that it must plan for within a certain time period. This is called the overall allocation. SACOG also determines the income category distribution within the overall allocation for four economic categories: very-low, low, moderate and above-moderate incomes.
Why does SACOG allocate the housing need?

State law mandates that councils of governments develop the Regional Housing Needs Plan for their regions. The Sacramento Area Council of Governments (SACOG) is the lead agency in developing the allocation process and approving the plan for the 22 cities and six counties it serves. The SACOG region includes the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba and their 22 cities. The RHNP must also include the Tahoe Basin portions of El Dorado and Placer counties, and the City of South Lake Tahoe; these areas are normally outside of SACOG’s region. SACOG coordinates with the California Department of Housing and Community Development to determine the overall regional number.

How are the income categories defined?

- Very-low income: less than 50 percent of median household income
- Low income: 50 to 80 percent of median household income
- Moderate income: 80 to 120 percent of median household income
- Above-moderate income: above 120 percent of median household income

What do the income categories mean for cities and counties?

For the very-low and low income categories, jurisdictions must provide zoning that is considered higher density zoning. A jurisdiction can explain to HCD what high density means in its housing element; however, if no explanation is given, then the default for most of the jurisdictions in the region is 20 dwelling units per acre, and 30 units per acre for the City of Sacramento.

The jurisdiction is responsible for providing the zoning for the four economic income categories, but is not responsible for construction of these units. The intent of the Housing Element law is that a jurisdiction may not impede the construction of housing in any income category. Other factors, such as market forces, are well beyond a jurisdiction's control and yield considerable influence over whether or not housing units in each income category are actually constructed.
Overview

SACOG is located within the Sacramento Valley Air Basin (SVAB). Air quality conditions in the region are regulated by the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), and the local air districts—El Dorado County Air Quality Management District (EDCAQMD), Feather River Air Quality Management District (FRAQMD), Placer County Air Pollution Control District (PCAPCD), Sacramento Metropolitan Air Quality Management District (SMAQMD), and Yolo-Solano Air Quality Management District (YSAQMD). The four major types of air pollution in the region are ozone, CO, and particulate matter (PM), or dust, which is further broken into two categories according to the size of the PM: PM10 and PM 2.5. In the region, State Implementation Plans (SIPs) have been, and are being, developed to demonstrate how attainment or maintenance of state and federal air quality standards is achieved. SACOG is involved in the development of the SIPs as part of the transportation conformity budget setting process. Once budgets are approved SACOG is responsible for making the determination that changes in the transportation system do not impact the ability of the region to reach or maintain healthy air quality standards.

Current Status

Under the existing conformity regulations, each new transportation plan or transportation improvement program must be found to conform to the region’s air-quality plan before the transportation plan or transportation improvement program can be approved by the Metropolitan Planning Organization (SACOG). This process, called an air quality conformity determination, is conducted whenever the MTP or MTIP is amended with regionally significant transportation projects.
The Sacramento Clean Air and Transportation (SECAT) program is a voluntary program initiated by SACOG that began in November 2000. The goal of the SECAT program is to reduce oxides of nitrogen (NOx) emissions from heavy-duty diesel engines (trucks and buses). The first phase of the program was funded with $66 million in Traffic Congestion Relief Program (TCRP) funds and $4 million in Congestion Mitigation and Air Quality (CMAQ) funds. The types of projects that have been funded under the SECAT program have included: Diesel Repowers, Compressed Natural Gas (CNG) buses, Refuse Trucks, Fueling Infrastructure (LNG), and Fleet modernization (replacing older heavy-duty diesel trucks with newer cleaner burning trucks).

As of December 2012, the SECAT program has processed over 800 applications and obligated all but a few thousand dollars of the approved projects. These applications represent more than 2.6 tons per day of NOx emissions reduced. The total number of engines affected by this program is now over 2,300.

In 2008 the SECAT program was designated a Transportation Control Measure (TCM) in the ozone attainment plan for the State Implementation Plan. The TCM requires that the SECAT program receive $4 million annually by the region. The CMAQ monies require matching funds and the trucking companies receiving SECAT grants will be providing the in-kind match for the program.
Government Relations & Public Affairs Committee Overview

2015 Federal Advocacy Principles

2015 State Advocacy Principles

Overall Work Program

Purchasing Policy
SACOG’s Government Relations and Public Affairs Committee recommends action by the Board of Directors on the following topics:

- State and Federal Advocacy
- News Media
- Interagency Affairs
- Community Outreach
- Overall Work Program
- Budget
- Human Resources
- MOU Negotiations
- Legal Issues
- Contracts
- Policies and Procedures
The principles outlined below help support SACOG’s work in linking transportation, air quality, and land use. SACOG will work to advance the interests of the Sacramento region. In order to accomplish these principles, SACOG will advocate for sufficient funding in legislation and seek out grants to effectively plan for and deliver projects that meet these principles. SACOG will also advocate for innovative financing options, such as subsidized bonds, public-private partnerships, and a national infrastructure bank.

### Federal Advocacy Principles

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<tr>
<th>Principle</th>
<th>Goal</th>
<th>Strategies</th>
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<tbody>
<tr>
<td>Economic Vitality</td>
<td>· Ensure stable funding sources for all modes of transportation infrastructure investments.</td>
<td>· Advocate for transportation funding reform and a sustainable revenue source for the Highway Trust Fund.</td>
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<tr>
<td>Revenue</td>
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<tr>
<td>Transportation Authorization</td>
<td>· Implement MAP-21 regulations in a way that support integrated transportation and land use planning.</td>
<td>· Comment on regulations impacting SACOG or its members.</td>
</tr>
<tr>
<td>Implementation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Authorization</td>
<td>· Reauthorize the transportation bill to provide funding and policy that supports a multi-modal transportation system, including performance-based funding and additional regulatory streamlining.</td>
<td>· Work with Congress and the Administration on policy ideas for a long-term transportation vision.</td>
</tr>
<tr>
<td>Authorization</td>
<td>· Fund data collection and support, including development of open-source tools, that would allow for more performance-based transportation funding and support performance-based decision-making.</td>
<td>· Support funding and policy measure that incentivize land use benefits from implementation of Blueprint and MTP/SCS.</td>
</tr>
<tr>
<td>Authorization</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spending Flexibility</td>
<td>· Adjust funding formulas to support rural roads and other rural infrastructure needs, including farm-to-market roads.</td>
<td>· Advocate for Farm Bill programs that provide funding for rural community infrastructure.</td>
</tr>
<tr>
<td>Agricultural Infrastructure</td>
<td>· Fund local and regional agricultural infrastructure to improve food access and national food security, especially to assist with promoting a connection between rural and urban areas of the region, and also to help</td>
<td>· Advocate for Farm Bill programs that provide funding for agricultural infrastructure.</td>
</tr>
</tbody>
</table>
producers get their products to all markets.

<table>
<thead>
<tr>
<th>Emergency Routes</th>
<th>• Fund evacuation planning and supportive transportation infrastructure including bridges, local roads, as well as state and federal highway connections.</th>
<th>• Advocate for funding from federal agencies that would support evacuation planning and infrastructure.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadband</td>
<td>• Support economic development in rural communities by funding broadband connectivity.</td>
<td>• Support regional efforts to expand broadband connectivity.</td>
</tr>
<tr>
<td>Equity and Choice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete Streets</td>
<td>• Support planning and fund Complete Streets in rural and urban communities designed to accommodate cars, transit, bicyclists, and pedestrians including education, encouragement, and infrastructure for Safe Routes to School.</td>
<td>• Advocate for such funding in the next transportation authorization bill.</td>
</tr>
<tr>
<td>Transit</td>
<td>• Provide discretionary funding for a balanced transit network to support: an integrated rail network that includes funding for light rail car rehabilitation and replacement needs; lifeline and choice bus riders through funding to replace and expand fleets and improve facilities; enhanced passenger rail service on Capitol Corridor; and new streetcar and light rail transit along corridors with supportive land uses.</td>
<td>• Advocate for such funding in the next transportation authorization bill.</td>
</tr>
</tbody>
</table>
The principles outlined below help support SACOG’s work in linking transportation, air quality, and land use. SACOG will work to advance the interests of the Sacramento region. In order to accomplish these principles, SACOG will advocate for sufficient funding in legislation and the state budget, and seek out grants to effectively plan for and deliver projects that meet these principles.

<table>
<thead>
<tr>
<th>Principle</th>
<th>Goal</th>
<th>Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Financial Stewardship</strong></td>
<td></td>
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<tr>
<td>Revenue</td>
<td>Give regions and local governments additional revenue options and protections, including transferring legal control of state funds to local governments for transportation</td>
<td>• Advocate for funding for transportation through cap-and-trade revenues</td>
</tr>
<tr>
<td></td>
<td>• Restructure the state budget to help stabilize transportation funding</td>
<td>• Support new ways to fund transportation needs</td>
</tr>
<tr>
<td>Financing</td>
<td>Offer regions and local governments tools for community revitalization and infrastructure, and provide them with additional financing options</td>
<td>• Support tax-increment financing through enhanced Infrastructure Financing Districts or another method such as Sustainable Communities Investment Authorities</td>
</tr>
<tr>
<td>Spending Flexibility</td>
<td>Provide local governments more flexibility and options, particularly for transit operations/capital and road maintenance/rehabilitation, in both rural and urban areas</td>
<td>• Advocate for increased flexibility</td>
</tr>
<tr>
<td>Government Structure</td>
<td>Modify representation on state boards and commissions to provide equitable representation for those entities that directly impact SACOG or its members, and where appropriate, a dedicated Sacramento region representative, such as the California Transportation Commission</td>
<td>• Advocate for representation from the Sacramento region on state bodies</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goods Movement</td>
<td>Fund goods movement improvements in the Sacramento region</td>
<td>• Advocate for goods movement funding</td>
</tr>
<tr>
<td>Rail</td>
<td>• Fund rail freight improvements and regional air quality programs, and coordinate state passenger rail planning</td>
<td>• Support implementation of the San Joaquin Corridor JPA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Seek funding for intercity rail improvements</td>
</tr>
<tr>
<td><strong>Rural Roads</strong></td>
<td>• Fund improvements on rural farm-to-market roads</td>
<td>• Advocate for farm-to-market road improvements</td>
</tr>
<tr>
<td><strong>Smart Land Use</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>SB 375/AB 32 Implementation</strong></td>
<td>• Protect assets and tools that help existing communities of all sizes and support smart growth, Senate Bill 375 implementation, and Assembly Bill 32 implementation</td>
<td>• Work with the Administration on tools to assist regions and local governments</td>
</tr>
<tr>
<td><strong>Affordable Housing</strong></td>
<td>• Amend housing element law and/or administrative procedures to give jurisdictions flexibility to provide affordable housing that is appropriate for their community, and remove disincentives and regulatory obstacles to providing affordable housing, including devolution of decision making from HCD to regions and local governments</td>
<td>• Work with other regions and local governments to come up with improvements to existing law/procedures that meet the objective of providing affordable housing</td>
</tr>
<tr>
<td><strong>SB 375 Implementation Funding</strong></td>
<td>• Create performance-based funding for local governments and regions to implement Senate Bill 375.</td>
<td>• Ask the Administration and the Legislature to create funding for regions and local governments to effectively implement SB 375 requirements</td>
</tr>
<tr>
<td><strong>SB 375 Technical Assistance</strong></td>
<td>• Help local governments and regions use CEQA benefits from Senate Bill 375</td>
<td>• Work with the Administration on tools and implementation of CEQA benefits (e.g., SB 743, SB 226) to assist regions and local governments</td>
</tr>
</tbody>
</table>
SACOG is the designated Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Sacramento region, and as such, is eligible to receive certain types of state and federal funds. In addition, as the Council of Governments (COG), SACOG may perform a variety of functions as outlined in its Joint Powers Agreement and its call box legislation. The mandated programs and plans required of SACOG along with the variety of board-approved projects, are described and budgeted in the Overall Work Program (OWP).

The OWP is a constantly changing document; work changes occur during the year to reflect priority, funding and staffing changes. As a working document, the OWP must be amended prior to making changes in work scope, budget and due dates. An amendment process allows changes to be made over the course of each fiscal year. Because of the comprehensive nature of the requirements for the OWP as a funding application, the OWP also serves as the annual blueprint for agency activities during the fiscal year. It includes much more than the required state and federal fund usage; it reflects how the overall resources of the agency will be expended. The budget and OWP are developed along the same time frame and adopted at the same time. The budget document, while separate from the OWP, reflects the direct costs of the agency. SACOG operates on a July 1 to June 30 fiscal year. Advocacy and board expenses are not allowable federal expenses and, therefore, are funded by member jurisdiction dues and kept separate from the OWP.

**Overall Work Plan (OWP) & Agency Budget Process**

- OWP coordination meeting with FHWA, FTA, and Caltrans: January
- Project development: December-March
- Draft OWP and Agency Budget to committees: March
- Board releases draft OWP and Agency Budget to public: March
- Board adopts final OWP and Agency Budget: May
SACOG revised its Purchasing Policies and Procedures in 2013 that identify how SACOG will purchase goods and services and who is authorized to make those purchases.

**General Guidelines**

- When the cost of a contract is expected to be greater than $60,000, formal bidding is required and the Board of Directors must approve the award of the contract.

- When the cost of a contract is expected to be between $2,500 and $60,000, informal bidding is required. This is accomplished by staff requesting three written or verbal quotations and then selecting the most qualified proposer. Normally, Board approval is not required for contracts under $60,000.

- For purchases of less than $2,500, no bid or quotation is required.

- For contracts where the vendor is a sole source vendor, no formal bid or informal quote is solicited; however, the contract must be accompanied by justification from the project manager to the Board of Directors and/or Chief Executive Officer and documented in the contract file. There are specific guidelines for what might constitute the necessity of a sole source contract.

**Purchasing Authority**

- The Chief Executive Officer has authority to execute contracts and agreements up to $60,000. Directors and Team Managers have authority for contracts, agreements and purchases up to $10,000. Project managers have authority for contracts, agreements and purchases with a value up to $2,500. The Chief Executive Officer will provide quarterly reports to the Board for all contracts executed under $60,000.

- All goods and services must be accompanied by a purchase order obligating the funds.

- There are certain exceptions to the bidding, contracting, and purchase order process for expenditures related to utilities, insurance premiums, memberships, travel expenses, attorney fees, educational and training costs.

- SACOG has separate policies to ensure financial control for petty cash, agency credit cards, finance responsibilities, emergency procedures, and the creation of purchase orders.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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</thead>
<tbody>
<tr>
<td>ALUC</td>
<td>Airport Land Use Commission</td>
</tr>
<tr>
<td>ALUP</td>
<td>Airport Land Use Compatibility Plan</td>
</tr>
<tr>
<td>AMTRAK</td>
<td>National Railroad Passenger Corporation</td>
</tr>
<tr>
<td>AQMD</td>
<td>Air Quality Management District</td>
</tr>
<tr>
<td>ARB</td>
<td>Air Resources Board</td>
</tr>
<tr>
<td>CAA</td>
<td>Clean Air Act</td>
</tr>
<tr>
<td>CALTRANS</td>
<td>California Department of Transportation</td>
</tr>
<tr>
<td>CARB</td>
<td>California Air Resources Board</td>
</tr>
<tr>
<td>CCJPA</td>
<td>Capitol Corridor Joint Powers Authority</td>
</tr>
<tr>
<td>CCJPB</td>
<td>Capitol Corridor Joint Powers Board</td>
</tr>
<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
</tr>
<tr>
<td>CIP</td>
<td>Capital Improvement Program</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
</tr>
<tr>
<td>COG</td>
<td>Council of Governments</td>
</tr>
<tr>
<td>CTC</td>
<td>California Transportation Commission</td>
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<tr>
<td>CTP</td>
<td>California Transportation Plan</td>
</tr>
<tr>
<td>CTSA</td>
<td>Consolidated Transportation Service Agency</td>
</tr>
<tr>
<td>CVRS</td>
<td>Capitol Valley Regional Service Authority for Freeways and Expressways</td>
</tr>
<tr>
<td>DNA</td>
<td>Downtown-Natomas-Airport Sacramento Regional Transit District Light Rail Line Extension Project</td>
</tr>
<tr>
<td>EDCTC</td>
<td>El Dorado County Transportation Commission</td>
</tr>
<tr>
<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act</td>
</tr>
<tr>
<td>FFY</td>
<td>Federal Fiscal Year</td>
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<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FTIP</td>
<td>Federal Transportation Improvement Program (same as MTIP)</td>
</tr>
<tr>
<td>GHG</td>
<td>Greenhouse Gases</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information System</td>
</tr>
<tr>
<td>GMAG</td>
<td>Goods Movement Advisory Group</td>
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<tr>
<td>HOV</td>
<td>High-Occupancy Vehicle</td>
</tr>
<tr>
<td>HUD</td>
<td>Housing and Urban Development</td>
</tr>
<tr>
<td>I-PLACE3S</td>
<td>Planning for Community Energy, Economic and Environmental Sustainability</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation System</td>
</tr>
<tr>
<td>JPA</td>
<td>Joint Powers Agreement</td>
</tr>
<tr>
<td>LAFCO</td>
<td>Local Area Formation Commission</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long-Range Transportation Plan</td>
</tr>
<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
</tr>
<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
</tr>
<tr>
<td>Acronym</td>
<td>Full Form</td>
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<tr>
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<td>-----------------------------------------------</td>
</tr>
<tr>
<td>MPA</td>
<td>Metropolitan Planning Area</td>
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<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<tr>
<td>MTIP</td>
<td>Metropolitan Transportation Improvement Program (same as FTIP)</td>
</tr>
<tr>
<td>MTP</td>
<td>Metropolitan Transportation Plan (same as RTP)</td>
</tr>
<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standard</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
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<tr>
<td>OWP</td>
<td>Overall Work Program</td>
</tr>
<tr>
<td>PCTPA</td>
<td>Placer County Transportation Planning Agency</td>
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<tr>
<td>PEV</td>
<td>Plug In Vehicle</td>
</tr>
<tr>
<td>RHNA</td>
<td>Regional Housing Needs Allocation</td>
</tr>
<tr>
<td>RHNPA</td>
<td>Regional Housing Needs Plan</td>
</tr>
<tr>
<td>RPP</td>
<td>Regional Planning Partnership</td>
</tr>
<tr>
<td>RSTP</td>
<td>Regional Surface Transportation Plan</td>
</tr>
<tr>
<td>RT</td>
<td>Regional Transit (see also SRTD)</td>
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<tr>
<td>RTP</td>
<td>Regional Transportation Plan (same as MTP)</td>
</tr>
<tr>
<td>RTPA</td>
<td>Regional Transportation Planning Agency</td>
</tr>
<tr>
<td>RTIP</td>
<td>Regional Transportation Improvement Program (same as MTIP)</td>
</tr>
<tr>
<td>RUCS</td>
<td>Rural-Urban Connections Strategy</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill (Number)</td>
</tr>
<tr>
<td>SACSIM</td>
<td>Regional Activity-Based Travel Model</td>
</tr>
<tr>
<td>SAFE</td>
<td>Service Authority for Freeways and Expressways</td>
</tr>
<tr>
<td>SCT/LINK</td>
<td>South County Transit Link</td>
</tr>
<tr>
<td>SECAT</td>
<td>Sacramento Emergency Clean Air and Transportation Program</td>
</tr>
<tr>
<td>SCS</td>
<td>Sustainable Communities Strategy</td>
</tr>
<tr>
<td>SGC</td>
<td>Strategic Growth Council</td>
</tr>
<tr>
<td>SIP</td>
<td>State Implementation Plan</td>
</tr>
<tr>
<td>SOV</td>
<td>Single-Occupant Vehicle</td>
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<tr>
<td>SRTD</td>
<td>Sacramento Regional Transit District</td>
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<tr>
<td>STA</td>
<td>Sacramento Transportation Authority</td>
</tr>
<tr>
<td>STA</td>
<td>State Transit Assistance</td>
</tr>
<tr>
<td>STAC</td>
<td>Social Service Transportation Advisory Council</td>
</tr>
<tr>
<td>STARNET</td>
<td>Sacramento Transportation Area Network</td>
</tr>
<tr>
<td>STIP</td>
<td>State Transportation Improvement Program</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee</td>
</tr>
<tr>
<td>TCC</td>
<td>Transportation Coordinating Committee</td>
</tr>
<tr>
<td>TCM</td>
<td>Transportation Control Measure</td>
</tr>
<tr>
<td>TCRP</td>
<td>Traffic Congestion Relief Program</td>
</tr>
<tr>
<td>TDA</td>
<td>Transportation Development Act</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Association</td>
</tr>
<tr>
<td>TRPA</td>
<td>Tahoe Regional Planning Agency</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle Miles of Travel or Vehicle Miles Traveled</td>
</tr>
<tr>
<td>YCTD</td>
<td>Yolo County Transportation District</td>
</tr>
<tr>
<td>YSTD</td>
<td>Yuba-Sutter Transit District</td>
</tr>
</tbody>
</table>