



PRELIMINARY DRAFT
OVERALL WORK PROGRAM
FOR THE FISCAL YEAR 2026/2027



SACRAMENTO, CALIFORNIA

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SACOG VISION

A vibrant and thriving Sacramento region for all.

SACOG MISSION

SACOG convenes and connects the region to advance an equitable, sustainable, and prosperous future.



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

**FISCAL YEAR 2026-2027
OVERALL WORK PROGRAM
PRELIMINARY DRAFT**

MARCH 19, 2026

Overall Work Program Prospectus

SACOG

INTRODUCTION

The Overall Work Program (OWP) defines the continuing, comprehensive, and coordinated metropolitan planning process for the six-county Sacramento Region: El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties (excludes the Tahoe Basin in Placer and El Dorado counties). It establishes transportation, air quality, and other regional planning objectives for the Fiscal Year 2026-2027 (FY 2026-2027), the methods and timing for achieving those objectives, and identifies planning responsibilities and funding to complete the work. The OWP also serves as a management tool for the Sacramento Area Council of Governments (SACOG) in that it identifies all projects and services to be provided for the Sacramento region during the fiscal year beyond those mandated by the metropolitan planning process.

The projects and services contained in this OWP are identified through an annual work planning process that SACOG undertakes at the end of each calendar year. SACOG management identifies statutory responsibilities that SACOG must carry out, strategic plan goals, commitments in SACOG-adopted plans, and evaluates progress toward those responsibilities, strategic goals, and commitments. SACOG then modifies or proposes new projects and services to include in the OWP that will advance SACOG's progress on those responsibilities, strategic goals, and commitments. Annually, the OWP is prepared to comply with SACOG's federal and state agencies' regulatory funding requirements which include description, tasks, deliverables, and budget for each work element. Management determines the fund sources and line-item budget amounts for each work element in accordance with the objectives and tasks of each work element. These amounts, along with other non-OWP amounts, are being rolled up into SACOG Operations Budget at the object levels and adopted by the board. The level of control is at the object level by fund, such as the Planning and Administration General Fund, State Transit Assistance Fund, Capitol Valley Regional SAFE fund, etc. The board is required for must approve additional appropriations that the approved level.

Because the metropolitan planning process encompasses coordination and interaction of work being performed within the region, including some work not undertaken directly by SACOG, this document includes a summary of other major planning activities. These activities are projects and plans by Caltrans, the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and other local partners. The OWP identifies all regional planning efforts in the areas of transportation.

The OWP is organized into three sections:

- a. The SACOG Prospectus describes the organizational structure, institutional relationships, consultation, outreach processes, and planning emphasis areas required by federal transportation planning regulations.
- b. The Direct Services Project section contains the SACOG Overall Work Program, an overview of the work activities of the PCTPA and EDCTC and Caltrans District 3 (as it relates to Metropolitan Transportation Plan/sustainable communities Strategy (MTP/SCS) and regional studies). This section also contains the proposed SACOG budget summary which shows the use of projected revenues to complete the OWP during FY 2026-2027 and shows how resources will be allocated throughout the SACOG program.
- c. The Appendix contains regional planning activities maps, charts, certifications, policies, goals, work profile, adopting resolution, and glossary.

SACOG produces two documents related to fulfilling its duties as a Metropolitan Planning Organization under Title 23 of the Code of Federal Regulations (23 CFR Section 450). These documents, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS or 2025 Blueprint), and Metropolitan Transportation Improvement Program (MTIP), are updated periodically to comply with federal and state guidance. Together, they:

- Identify transportation facilities designated as the Metropolitan Transportation System. Provide for the integrated management and operations of the system.
- Consider the Federal/California Planning Emphasis Areas and the eight planning factors included in the Federal Code.
- Result in financially constrained MTP/SCS and MTIP.
- Coordinate with mobile source emissions budget and transportation control measures of the State
- Implementation Plan to achieve and maintain ambient air quality standards through the air quality conformity process and finding.
- Establish and use a working partnership with state agencies, public transit operators, freight interests, and other regional partners in the planning process.
- Coordinate statewide, district, and local transit and rail plans for consideration in regional planning efforts.
- Embrace a flexible expenditure plan for federal transportation funds in addition to other local, state, and federal funds to supplement these sources; and
- Reflect the results of established government-to-government relations with Native American Tribal Governments.

NEEDS, PRIORITIES, GOALS, AND ISSUES FACING THE REGION

SACOG is tasked by state and federal law with long-range planning for the region. As the only public agency with members from all 28 jurisdictions in the greater Sacramento region, SACOG also plays an important role in working with our local partners to advance more immediate solutions to some of the region's shared challenges of transportation, housing, air quality, climate change, and the protection of the region's agricultural and natural resources. At SACOG, local governments can come together to take on critical issues facing the region and to tackle problems that are too big for any one jurisdiction to solve on its own.

SACOG's vision statement is:

A vibrant and thriving Sacramento region for all.

SACOG's mission statement is:

SACOG convenes and connects the region to advance an equitable, sustainable, and prosperous future.

After finalizing the update of the 2025 metropolitan transportation plan/sustainable communities strategy, which in our region is called the 2025 Blueprint, Sacramento region partners are working to implement that the plan through this OWP. SACOG is working toward three strategic goals:

- (1) **Equity:** SACOG seeks to help foster a just and inclusive region where government makes investments for and with historically marginalized communities so race can no longer be used to predict health or economic outcomes and outcomes for all groups are improved.

(2) Economy: SACOG seeks to help foster a diversified regional economy in which all people have access to resources that give them the opportunity to realize their full potential. This future economy will also capitalize on key economic clusters where the region can achieve a competitive edge over our peers across the country, including agriculture and food, health sciences, and innovative mobility.

(3) Environment: SACOG seeks to help foster a safe and resilient region for all residents, where natural resources and air quality are sustainably managed so people can thrive here for generations.

To implement our mission and goals and deliver on our region's long range transportation plan and sustainable communities strategy, SACOG's work focuses on the following priorities:

Priority #1: Build vibrant and inclusive places.

We will help create opportunities for more residents to live and work in equitable, environmentally healthy, and economically vibrant communities while seeking to reduce the significant housing disparities that exist by race and income. We will work with our local cities and counties to ensure that more residents have options to live in walkable places that are affordable, have access to economic opportunity and allow people to spend less time driving.

Priority #2: Foster the next generation of mobility solutions.

We will help make it easier, safer, and cleaner for everyone to move through the region, especially low income, and historically marginalized communities. While transportation options in the region have expanded in recent years, most people still must drive alone to their destinations. By implementing innovative mobility projects with transit providers and private companies, investing in high-capacity corridors and high-frequency bus service, and improving the responsiveness of our transportation system, we seek to create more options for all residents to move about the region to meet their daily needs.

Priority #3: Modernize the way we pay for transportation infrastructure.

We will help find new ways to pay for transportation infrastructure and help make travel more predictable for all drivers. The gas tax is currently the main way to pay for transportation infrastructure, but it is declining as cars become hybrid and electric powered. At the same time, the region suffers from an overburdened road network that is both inefficiently used and in poor condition. Travel times can be unpredictable and auto maintenance costs are high from roadway damage. For the region, this exacerbates air pollution, greenhouse gas emissions, and the deterioration of our region's infrastructure. By establishing tolling, pay-as-you-go fees, and travel incentives that are equitable for low income and rural travelers, the region can shift to a more sustainable source of transportation funding and make the best use of our roads.

Priority #4: Build and maintain a safe, equitable and resilient transportation system.

We will help maintain the transportation system we have while simultaneously redesigning and reinvesting in the system to better meet the needs of underserved communities and the region's needs of the future. Currently, our transportation infrastructure is unsafe, in disrepair and doesn't meet the needs of all residents. We will work with the region's communities and interest groups, centering communities of color, low-income residents, and historically disinvested communities, to re-envision and revitalize existing infrastructure in a way that addresses safety, improves access, supports our economy, reduces our impact on the environment, and is resilient to natural disasters.

How We Will Be Effective

For the greater six county Sacramento region to be effective we will need to build a shared set of strengths and skill sets across a broad cross section of agencies and partners. SACOG will contribute to this by developing and honing the following competencies to contribute to the region's success and deliver on our agency's mission, goals, and priorities:

INFORMATION

SACOG contributes unique data and analysis that covers the entire region as well as forecasting into the future. We will inform planning and decision making with high-quality analysis.

INTEGRATION

SACOG's cross-jurisdictional role helps individual jurisdictions, and the region addresses regional opportunities and challenges. We will support, convene, and connect our local government members and partners to facilitate their collaborative action.

INCLUSION

SACOG represents and serves a region whose strength emanates from the fact that it is comprised of diverse interests and lived experiences. We will build our capacity to include more of the region's communities, especially those who have been historically marginalized and excluded from regional decision-making, in our work.

INFLUENCE

To win state and federal funding, we must work together as a unified region. To effectively compete and win resources for our region, we will leverage our unified voice and power to build our influence at the state and national levels.

INVESTMENT

SACOG is the recipient of state and federal dollars that allows us to invest in the implementation of our long-range plans. We need to leverage these dollars for competitive grants and invest those dollars to help the region meet its equity, environment, and economic goals.

INNOVATION

Even with increased influence and strategic investments, our region has limited resources to fund the future we envision. We will support our local governments and partners by facilitating creative problem solving, elevating low-cost, lean, and non-traditional solutions that can deliver the equitable, prosperous, sustainable future we envision within our available resources.

SACOG ORGANIZATION

Originally formed in 1965, SACOG is joint powers authority of city and county governments, organized "... to provide a forum for the discussion and study of area-wide problems of mutual interest and concern to the cities and counties, and to facilitate the development of policies and action recommendations for the solution of such problems.¹ SACOG serves six counties and 22 cities, comprising a 6,190 square mile area with an estimated population of 2.5 million. Member agencies are El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties; the cities of Auburn, Citrus Heights, Colfax, Davis, Elk Grove, Folsom, Galt, Isleton, Lincoln, Live Oak, Marysville, Placerville, Rancho Cordova, Rocklin, Roseville, Sacramento, West Sacramento, Wheatland, Winters, Woodland, Yuba City; and the town of Loomis.

SACOG is governed by a thirty-two-member Board of Directors (thirty-one voting and one non-voting). Voting members are appointed by member jurisdictions from their county board of supervisors or city councils. The one non-voting member is the Caltrans District 3 Director. Under SACOG's Joint Powers Agreement (JPA), each member city (excluding the City of Sacramento) and each member county (excluding Sacramento County) are entitled to one seat and one vote on the SACOG Board. The City of Sacramento may appoint two directors and is entitled to two votes. Sacramento County may appoint three directors and is entitled to three votes. In addition, jurisdictions may appoint an alternate who shall have full voting rights in the absence of the jurisdiction's appointed director.

SACOG's various designations and certifications include:

Designations:

- Regional Transportation Planning Agency for Sacramento, Sutter, Yolo, and Yuba counties by the California State Secretary of Transportation Agency.
- Metropolitan Planning Organization (MPO) by the Governor and the U.S. Department of Transportation for the Sacramento, Yuba City, and Davis Urbanized Areas.
- Metropolitan Planning Organization in the Sacramento Metropolitan Planning Area (MPA) by the California State Secretary of Transportation Agency.
- Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba counties.
- Capitol Valley Regional Service Authority for Freeway and Expressways for Sacramento, San Joaquin, Yolo, Yuba, Sutter, and El Dorado counties.
- Area Wide Clearinghouse for the counties of Sacramento, Sutter, Yolo, and Yuba and the cities of Lincoln, Rocklin, and Roseville by the State of California Procedures of Intergovernmental Review of Federal Financial Assistance and Direct Development Activities.
- Metropolitan Planning Organization for the federally designated ozone nonattainment area in Sacramento, Yolo, Yuba, Sutter, El Dorado, and Placer counties.

¹Joint Powers Agreement of the Sacramento Area Council of Governments adopted October 21, 1980, and revised January 20, 1983; February 1, 1988; June 16, 1988; April 27, 1999; October 2, 2002; and May 15, 2003.

Joint Certification:

Sacramento Area Metropolitan Planning Process by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Board of Directors' Committees

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 current committees are:

Policy & Innovation Committee: Members appointed to consider state and federal advocacy, intergovernmental relations (such as the Megaregion Working Group) media, other activities related to external affairs, and operational services such as finance, human resources, audits, and the Overall Work Program. (Meets monthly or as needed)

Land Use & Natural Resources: Members appointed to consider programming and delivery of transportation investments with the 2025 Blueprint's transportation strategy, land use, climate, and air quality issues, housing, electric vehicles, Green Means Go, Regional Early Action Planning funding, and other related issues. (Meets monthly or as needed)

Transportation Committee: Members appointed from the SACOG Board and the Caltrans District 3 Director to review all items relating to transportation items including transportation planning and programming, funding awards, active transportation, shared and autonomous vehicles, freight movement, Next Generation Transit and grant funding strategies, other transportation issues, as well as the SAFE program. (Meets monthly or as needed)

Strategic Planning Committee: Members comprised of the SACOG Chair, Vice Chair, prior years' Chair, the Chairs of the three policy committees, and the board's CALCOG representative; to review the JPA, board representation, and long-term vision planning. (Meets quarterly or as needed)

Megaregion Working Group: Made up of board members and commissioners of the Metropolitan Transportation Commission (MTC), San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG). The working group guides the coordination of interregional planning and funding efforts. (Meets quarterly or as needed)

INSTITUTIONAL RELATIONSHIPS

SACOG's planning process includes many regional planning partners, including tribal governments and other regional agencies. In addition to its member agencies, SACOG has cooperative agreements with the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) that spell out the relationship between SACOG and each agency. SACOG's jurisdiction as the federal Metropolitan Planning Organization includes large portions of Placer and El Dorado counties, but under state law, they operate as separate regional transportation planning agencies (RTPAs). Furthermore, SACOG is a close working partner of the transit agencies and has a memorandum of understanding with all the Sacramento urbanized area operators and applicable jurisdictions to identify joint planning projects. SACOG sets regional priorities for regional state and federal transportation funds, but cooperation is essential between SACOG and individual jurisdictions, transit agencies, air districts and

other eligible recipients of these funds.

All federally recognized Native American Tribes are distinct, independent, and sovereign governmental entities, with specific cultural beliefs and traditions and unique connections to their ancestral homelands. Federal and state law require local agencies to consult with federally recognized Tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. There are currently four federally recognized tribes that share geography with the region SACOG serves: Shingle Springs Band of Miwok Indians, United Auburn Indian Community, Wilton Rancheria, and Yocha Dehe Wintun Nation. SACOG staff reach out to all four tribes and will occasionally meet. SACOG also engages with the Estom Yumeka Maidu Tribe of the Enterprise Rancheria, which is based outside of SACOG's region (in Butte County), given the tribe's involvement in local land use and economic development projects in Yuba County.

SACOG has dedicated staff on its Government & Public Affairs team, responsible for timely and ongoing communications to all four tribes regarding SACOG projects, programs, and formal government-to-government consultation opportunities. SACOG invites tribal government leaders to meet with executive leadership on an annual basis (at minimum), and SACOG staff arrange additional meetings and consultations as needed and by request. SACOG keeps contact lists of all federally recognized tribes in the region and logs outreach and engagement for tribal governments specifically. During specific plans or projects, SACOG will log communication efforts with tribal governments.

There are additional tribes that have connections to the lands within the Sacramento region. These include tribes not currently recognized by the federal government and/or federally recognized tribes who consider the region part of their ancestral homelands but do not currently have land holdings in the region. Federal law does not require government-to-government consultation on projects with non-federally recognized Tribes; however, California law AB 52 requires consultation on Tribal Cultural Resources under CEQA. To the extent feasible and when required by California law AB 52, SACOG staff will reach out to neighboring tribes just outside the region, including, but not limited to, Buena Vista Rancheria of Me-Wuk Indians in southeast Sacramento County and Amador County, Enterprise Rancheria Estom Yumeka Maidu in Butte County, Greenville Rancheria of Maidu Indians in Plumas County, Lone Band of Miwok Indians of California in Sacramento and surrounding Counties, and Washoe Tribe of Nevada and California in South Lake Tahoe area. SACOG also coordinates with PCTPA and EDCTC on tribal communications and engagement in their respective jurisdictions to ensure consistent communication.

SACOG informs all tribal governments and land management agencies, including federal land management agencies, through public notices during times of planning or project specific recommendations. This includes during the call, transportation project updates, and all subsequent communications for both the Metropolitan Transportation Improvement Program and Metropolitan Transportation Plan.

SACOG consults and coordinates with Federal Land Management Agencies as required by 23 CFR 450.316(e). SACOG is coordinating with FHWA to maintain a list of federal land access manager contacts for the purpose of improving communications for plan and program updates. SACOG is also monitoring the update of the state's Regional Transportation Plan Guidelines and will incorporate any additional guidance offered by the state for federal land management agency coordination to the extent practicable. Federal land management agencies receive public communication through our Regional Planning Partnership contact lists or receive direct communication from staff as needed. The following Federal Land Management Agencies are in the SACOG region:

1. US Fish and Wildlife (FWS)
 - a. Stone Lakes National Wildlife Refuge
 - b. North Central Valley Wildlife Management Area
 - c. Sutter National Wildlife Refuge
 - d. Butte Sink Wildlife Management Area
2. US Forest Service (USFS)
 - a. Eldorado National Forest
 - b. Tahoe National Forest
3. Bureau of Land Management (BLM)
 - a. Folsom Engineering District
4. Bureau of Reclamation (BOR)
 - a. Folsom Dam
5. US Army Corp of Engineers (USACE)
 - a. Englebright Lake
 - b. Martis Creek Lake

INTERAGENCY AND COMMUNITY CONSULTATIONS/OUTREACH

Advisory Committees

The Board has established several advisory committees as a means of obtaining advice from residents, 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 local advocacy groups, the private sector, major colleges and universities, transportation management professionals, and community residents 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:

5310 Regional Evaluation Committee: The role of the committee is to objectively review and score local project applications for the FTA Section 5310 Grant Program. The program provides funds to rural and small urban areas on a statewide competitive basis for the purchase of equipment and operations to transport elderly and disabled persons. The program apportions funds to the Sacramento Urbanized Area and on a competitive basis for the purchase or equipment and operations of transportation for seniors and persons with disabilities. Eligible applicants are private, nonprofit organizations and public bodies that coordinate transportation services. The established scoring criteria are project need, project effectiveness, ability of the applicant, and service coordination efforts. (Meets as needed)

Regional Planning Partnership: A committee with representatives from local, regional, state, federal agencies, air district agencies, and tribal governments, as well as representatives of business, environmental, labor, and community-based organizations. 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, and information sharing between SACOG staff and partners. The Project Level Conformity Group is a subcommittee of the Regional Planning Partnership. The Project Level Conformity Group meets monthly to discuss projects requiring a determination of whether they are of concern to air quality. The Project Level Conformity Group is a working group comprised of technical staff from FHWA, FTA, EPA, Caltrans,

California Air Resources Board, air district agencies, and local agencies. (Meets quarterly or as needed).

SACSIM Travel Demand Model User Group: The Sacramento Activity-Based Travel Simulation Model (SACSIM) User Group is composed of planning and engineering professionals from local public agencies, as well as consultants and others who are registered users of the SACSIM travel demand model. The User Group has two roles: 1) to provide SACSIM users with training and technical support on the model and 2) to provide a forum for discussion of issues related to SACSIM. Proposed SACSIM changes and improvements and the results of changes and improvements are presented for information and discussion. Modeling issues of a more general nature, but germane to SACSIM or the Sacramento region, are also discussed.

Sacramento Region Intelligent Transportation Systems (ITS) Partnership: A collaborative forum for regional technical staff to share information, coordinate on ITS project planning and implementation, and provide advice and input to SACOG on funding opportunities and advocacy efforts. Through this group, SACOG strengthens engagements with regional ITS partners to better integrate transit, tolling, and other innovative mobility solutions into regional ITS priorities and plans.
(Meets quarterly or as needed)

Transit Coordinating Committee (TCC): 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, gives input into SACOG's Overall Work Program and Blueprint (Metropolitan Transportation Plan/Sustainable Communities Strategy) effort. The TCC is made up of two groups: the Transit Coordinating Executive Committee including transit agency general managers, directors, and chief executive officers and the Transit Coordinating Committee that includes transit agency staff as well as executives. (Meets at least quarterly)

Ad Hoc Committees

Occasionally, projects of great significance warrant the formation of committees of partners, interested parties, 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:

Funding Round Working Group, board and staff level: A board level committee made up of members from each of the six counties of SACOG, and a staff level committee made up of public works and planning directors or designees, from each of the local governments and transportation agencies in the six counties of SACOG. These working groups are currently guiding the development of SACOG's 6-county regional flexible funding program.

Trail Working Group: this group was formed as part of the 2022 Regional Trail Network Action Plan and has been carried forward as part of the 2026 Implementation Strategy. After the 2026 Trail Implementation Strategy wraps up, this group will become a regular meeting body that is meant to provide support, peer-to-peer sharing, and information for bicycle and pedestrian trail implementers throughout the region.

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

Cooperation and coordination in transportation and air quality issues with other agencies or groups is obtained through participation in the following activities and organizations:

Liaison to Local Transportation Planning Agencies: 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:

- Air Districts – 5 districts within the Sacramento Air Quality Planning Area
- Caltrans District 3
- El Dorado County Transportation Commission (EDCTC) as the RTPA for El Dorado County
- Native American Tribal Governments
- Paratransit, Inc.
- Placer County Transportation Planning Agency (PCTPA) as the RTPA for Placer County
- Sacramento Regional Transit District (SRTD)
- Sacramento Transportation Authority (STA)
- Tahoe Regional Planning Agency (TRPA)
- Transit Operators – 10 Regional Operators (including SRTD and YTD)
- Transportation Management Associations (TMAs)
- Yolo Transportation District (YTD)
- Capital Area Regional Tolling Authority (CARTA)

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)

California Service Authority for Freeways and Expressways (SAFE) Committee: SACOG serves on the California SAFE Committee for Capitol Valley Regional SAFE (CVR-SAFE) that covers the counties of Sacramento, El Dorado, Sutter, Yuba, Yolo, and San Joaquin. The committee is composed of SAFE project managers from all SAFE counties, Caltrans, and the California Highway Patrol. The Sacramento Transportation Authority operates the Freeway Service Patrol (FSP) for CVR-SAFE in Sacramento and Yolo counties. The El Dorado County Transportation Commission operates the FSP for CVR-SAFE in El Dorado County. The San Joaquin Council of Governments operates the FSP for CVR-SAFE in San Joaquin County. The committee meets approximately annually to discuss statewide and local traveler aid program issues.

Caltrans Regional Coordination Committee: Caltrans and regional agency representatives meet annually, or as needed, 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.

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.

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.

Regional Managers Forum: A regular meeting of county executives and city managers. Advises SACOG on a wide range of administrative issues including programs, relationships with members, and administration of state and federal programs. (Meets quarterly)

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.

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.

Public Involvement

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 process and public participation process is critical for discussing and resolving regional transportation issues. SACOG has adopted a 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 underserved and underrepresented in the planning process. SACOG has also implemented a hybrid system of engagement for in person and virtual options whenever possible, including standing Board and staff level meetings as well as public engagement opportunities.

Partnering with Community Based Organizations (CBO) through outreach grants and in-kind efforts are part of the continued strategy to increase connections and collaboration opportunities with community networks to spread awareness of our planning efforts. SACOG staff has focused on up-front relationship building for organizations to feel as comfortable as possible when partnering with a public agency that works in a different sector. Our efforts have been encouraging, and we believe such partnerships are crucial to engaging with disinvested and underrepresented communities.

SACOG uses a mix of committees, focus groups, one-on-one meetings, public hearings, workshops, social media, surveys, and publications to inform, gauge, and respond to public concerns regarding regional issues. The direct involvement of citizens and organizations that represent all segments of the population is encouraged to ensure that plans and programs reflect the diverse interests within the region. SACOG allows 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 and community pop-ups during the development of the Metropolitan Transportation Plan, Metropolitan Transportation Improvement Program, TDA Unmet Transit Needs process, and air quality conformity process to allow for public review and comments. All public hearings are noticed in advance via the SACOG website, local print media, and electronic mail to SACOG's contact lists. Community pop-ups are also advertised through the same avenues for public hearings as well as social media, and CBO partners are engaged to distribute the information across the region directly to communities. The SACOG Board of Directors also provides a space for public comment on all items requesting action included in the monthly board agenda, regardless of whether a public hearing is required by law. All meeting agendas are posted to the SACOG website and are available for public review and comment.

Additionally, SACOG communicates with citizens and groups through the local media, agency publications, community outreach, local events, special presentations, and workshops. Newsletters, report summaries, portable information boards, PowerPoint and oral presentations, handouts, and news releases are used to present technical and policy issues in plain terms to a broad audience. Staff members make presentations on specific issues to local community, civic, and business groups.

Additional information on individual topics and copies of full reports is made available on request via SACOG's website (www.sacog.org). SACOG also uses its website for public access to the times and places for citizen involvement in the various projects and issues throughout the SACOG region.

The public is invited to review and comment on the OWP through public notices published via the Internet at SACOG's website at www.sacog.org. The notice provides information for written comments and attendance at the public hearing held at the SACOG Board of Directors meeting.

Federal Certification Process

Federal urban transportation planning regulations require that SACOG annually certify that its planning process is being carried out in conformance with all applicable federal requirements. This certification is executed with the adoption of the Overall Work Program and Budget and authorizing resolution. In essence, the certification finding to be made by the Board of Directors is based upon five factors: (1) The agency must be officially designated as the Metropolitan Planning Organization (MPO) for the Sacramento Region; SACOG must have (2) an adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), (3) Metropolitan Transportation Improvement Program (MTIP) and (4) Overall Work Program (OWP), which meet the necessary federal requirements; and finally, (5) the MTP/SCS and MTIP must be found to be consistent with the regionally-adopted air quality plan. As the basis for determining the adequacy of compliance, SACOG maintains on file copies and provides Caltrans with the appropriate documents and endorsements. Annually, as a part of the OWP adoption process, the Board makes the required certification finding, which are transmitted to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Caltrans notifies SACOG if there are any deficiencies in the planning process, which could result in conditional certification. In such a case, the corrective actions, and the date by which they must be taken are specified in an agreement between SACOG and Caltrans.

In addition to the annual certification, a quadrennial review is conducted by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to jointly review SACOG's transportation planning process and ensure that the agency's planning activities are conducted in accordance with FHWA and FTA regulations, policies, procedures, and guidance. SACOG underwent a quadrennial review in 2023 and was recertified in May 2023. There were no corrective actions in the certification report, and SACOG was commended in several areas for its practices. The report did include three recommendations, which SACOG will consider, and these are discussed in the relevant sections of the OWP. The first recommendation is that SACOG ensures there is sufficient information to demonstrate any new assumptions about transportation revenues for the 2025 Blueprint (SAC126). SACOG adopted new assumptions in FY 2025. The second recommendation is to update the memorandum of understanding that SACOG has with transit operators (SAC116). SACOG began this work in early 2025 and intends to update the memorandum of understanding by the end of FY 2026. The third recommendation is to modify the Interagency Consultation Process (SAC113). SACOG has modified this process.

Federal Planning Factors

The Metropolitan Planning program under SAFETEA-LU provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Eight planning factors from MAP-21 are found in the Code of Federal Regulations (23 CFR 450), and two added by the FAST Act. The matrix below illustrates how SACOG's work program for FY 2026-2027 addresses these 10 planning factors.

PROJECT CODE	PROJECT DESCRIPTION	FEDERAL PLANNING FACTORS									
		1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	2. Increase the safety of the transportation system for motorized and non-motorized users.	3. Increase the security of the transportation system for motorized and non-motorized users.	4. Increase the accessibility and mobility of people and for freight.	5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth, housing, and economic development patterns.	6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.	7. Promote efficient system management and operation.	8. Emphasize the preservation of the existing transportation system	9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	10. Enhance travel and tourism
SAC100	PROGRAM AND PLANNING MANAGEMENT							X			
SAC105	OVERALL WORK PROGRAM						X				
SAC101	EXTERNAL RELATIONS & COMMUNICATION					X	X	X	X	X	X
SAC106	GOVERNMENT AFFAIRS	X	X	X	X	X	X	X	X	X	X
SAC107	TRAVEL MODELING & ANALYSIS	X				X	X	X	X		X
SAC118	GIS					X		X			
SAC144	REGIONAL MONITORING AND REPORTING	X				X					
SAC218	GIS SPECIAL PROJECTS	X	X	X		X	X	X	X		
SAC125	BLUEPRINT IMPLEMENTATION COORDINATION	X	X	X	X	X	X	X	X	X	X
SAC126	2025 BLUEPRINT	X	X	X	X	X	X	X	X	X	X
SAC127	MTPLSCS UPDATE - PCTPA	X	X	X	X	X	X	X	X	X	X
SAC128	2027 BLUEPRINT	X	X	X	X	X	X	X	X	X	X
SAC130	2031 BLUEPRINT	X	X	X	X	X	X	X	X	X	X
SAC115	METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	X	X	X		X	X	X	X	X	
SAC122	AIRPORT LAND USE COMMISSION - GENERAL	X	X	X	X	X	X	X	X	X	
SAC142	MULTIMODAL CORRIDOR PLANNING	X	X		X	X	X	X		X	X
SAC145	REGIONAL TOLLING AND PRICING	X	X	X	X	X	X	X	X	X	X
SAC237	DEL PASO MULTIMODAL TRANSPORTATION NETWORK AND LAND USE COMPATIBILITY ACTION PLAN	X	X			X	X		X		
SAC240	CARTA REGIONAL TOLL EQUITY STUDY	X			X		X	X	X		X
SAF100	CAPITOL VALLEY REGIONAL SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS		X	X	X		X	X	X	X	X
SAF300	REGIONAL ITS		X	X	X		X	X	X	X	X
SAC133	SUSTAINABLE MOBILITY				X	X		X			
SAC213	REGIONAL BIKE SHARE PILOT PROJECT				X		X				X
SAC233	MOBILITY ZONES (RAISE GRANT)	X	X	X	X	X	X	X	X	X	X
SAC109	ACTIVE MODES	X	X	X		X	X	X	X	X	X
SAC235	REGIONAL TRAIL IMPLEMENTATION	X	X								
SAC116	TRANSIT PLANNING & COORDINATION	X	X	X	X		X	X	X		X
SAC132	TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION	X	X	X			X	X	X		X
SAC219	TRANSIT OPERATIVE PASS THROUGH FUNDS				X	X					
SAC227	REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY										X
SAC238	SB125 TRANSIT PROJECT	X	X	X	X		X	X	X		X
SAC120	REGIONAL HOUSING COORDINATION PROCESS					X					
SAC151	GREEN MEANS GO - GENERAL	X				X					
SAC152	GREEN MEANS GO - GRANT	X				X					
SAC229	GREEN MEANS GO - REAP	X				X					
SAC239	RECONNECTING COMMUNITIES: GREEN ZONE ACCESS AND EQUITY PROJECT	X	X		X	X	X			X	
SAC129	PERFORMANCE-BASED PLANNING AND PROGRAMMING		X		X		X		X	X	
SAC131	REGIONAL PAVEMENT MANGEMENT PROGRAM									X	X
SAC143	GRANT PRIORITIZATION	X									
SAC146	FUNDING AND GRANTS PROGRAM	X	X	X	X	X	X	X	X	X	X
SAC147	FEDERAL FUNDING PROGRAM	X	X	X	X	X	X	X	X	X	X
SAC148	STIP FUNDING PROGRAM	X	X	X	X	X	X	X	X	X	X
SAC149	REGIONAL ATP FUNDING PROGRAM	X	X	X	X	X	X	X	X	X	X
SAC150	MODE SHIFT FUNDING PROGRAM	X	X	X	X	X	X	X			X
SAC400	SACOG MANAGED FUND (SMF) FUNDING PROGRAM	X	X	X		X	X	X	X	X	

Overall Work Program Direct Services

SACOG

BUDGET REVENUE SUMMARY

PROGRAM/PROJECT	Toll Credits ¹ FHWA PL / FTA 5303	FSAC100 - FTA 5303 FORMULA Total	FSAC101 - FTA 5303 CARRYOVER	FSAC200 - FHWA PL FORMULA Total	FSAC201 - FHWA PL CARRYOVER	FSAC202 - FHWA PL - COMPLETE	FSAC221 - FHWA SPR CARRYOVER	FSAC111 - FTA 5304 CARRYOVER	FSAC306 - RMRA SB1- FORMULA 2025
P010 - PROGRAM MANAGEMENT	\$ 53,955.61	\$ 432,672.56	\$ -	\$ 37,733.81	\$ -	\$ -	\$ -	\$ -	\$ -
SAC100 - PROGRAM AND PLANNING MANAGEMENT	\$ 49,627.54	\$ 432,672.56	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SAC105 - OVERALL WORK PROGRAM	4,328.07	-	-	37,733.81	-	-	-	-	-
P020 - GOVERNMENT AND PUBLIC AFFAIRS	243,634.85	679,302.79	300,000.00	1,144,802.25	-	-	-	-	-
SAC101 - EXTERNAL RELATIONS & COMMUNICATION	131,308.82	-	-	1,144,802.25	-	-	-	-	-
SAC106 - GOVERNMENT AFFAIRS	112,326.03	679,302.79	300,000.00	-	-	-	-	-	-
P040 - TRAVEL MODELING & ANALYSIS	111,429.11	-	-	971,483.11	-	-	-	-	-
SAC107 - TRAVEL MODELING & ANALYSIS	111,429.11	-	-	971,483.11	-	-	-	-	-
P050 - REGIONAL MONITORING	98,079.15	370,943.65	-	114,149.21	370,000.00	-	-	-	-
SAC118 - GIS	55,531.91	-	-	114,149.21	370,000.00	-	-	-	-
SAC144 - REGIONAL MONITORING AND REPORTING	42,547.24	370,943.65	-	-	-	-	-	-	-
SAC218 - GIS SPECIAL PROJECTS	-	-	-	-	-	-	-	-	-
P100 - BLUEPRINT	126,121.43	-	-	1,099,576.55	-	-	-	-	818,700.00
SAC115 - METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	-	-	-	-	-	-	-	-	-
SAC125 - BLUEPRINT IMPLEMENTATION COORDINATION	-	-	-	-	-	-	-	-	-
SAC126 - 2025 BLUEPRINT	13,794.81	-	-	120,268.61	-	-	-	-	-
SAC127 - MTP/SCS UPDATE- PCTPA	-	-	-	-	-	-	-	-	-
SAC128 - 2027 BLUEPRINT	37,990.30	-	-	331,214.43	-	-	-	-	818,700.00
SAC130 - 2031 BLUEPRINT	74,336.33	-	-	648,093.51	-	-	-	-	-
P120 - ALUC	-	-	-	-	-	-	-	-	-
SAC122 - AIRPORT LAND USE COMMISSION - GENERAL	-	-	-	-	-	-	-	-	-
P200 - STRATEGIC CORRIDOR PLANNING	-	-	-	-	-	-	369,593.74	300,000.00	-
SAC142 - MULTIMODAL CORRIDOR PLANNING	-	-	-	-	-	-	-	-	-
SAC145 - REGIONAL TOLLING AND PRICING	-	-	-	-	-	-	-	-	-
SAC237 - DEL PASO MULTIMODAL TRANSPORTATION NETWORK AND LAND USE	-	-	-	-	-	-	-	300,000.00	-
SAC240 - CARTA REGIONAL TOLL EQUITY STUDY	-	-	-	-	-	-	369,593.74	-	-
SAF100 - CAPITOL VALLEY REGIONAL SERVICE AUTHORITIES FOR FREEWAYS AND EXPRESSWAYS	-	-	-	-	-	-	-	-	-
SAF300 - REGIONAL ITS	-	-	-	-	-	-	-	-	-
P210 - SUSTAINABLE MOBILITY	-	-	-	-	-	-	-	-	-
SAC133 - SUSTAINABLE MOBILITY	-	-	-	-	-	-	-	-	-
SAC213 - REGIONAL BIKE SHARE PILOT PROJECT	-	-	-	-	-	-	-	-	-
P220 - MOBILITY ZONES	-	-	-	-	-	-	-	-	-
SAC233 - MOBILITY ZONES (RAISE GRANT)	-	-	-	-	-	-	-	-	-
P230 - ACTIVE MODES PROGRAM	-	-	-	-	-	102,829.00	-	-	-
SAC109 - ACTIVE MODES	-	-	-	-	-	102,829.00	-	-	-
SAC235 - REGIONAL TRAIL IMPLEMENTATION	-	-	-	-	-	-	-	-	-
P240 - TRANSIT	-	-	-	-	-	-	-	-	-
SAC116 - TRANSIT PLANNING & COORDINATION	-	-	-	-	-	-	-	-	-
SAC132 - TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION	-	-	-	-	-	-	-	-	-
SAC219 - TRANSIT OPERATIVE PASS THROUGH FUNDS	-	-	-	-	-	-	-	-	-
SAC227 - REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY	-	-	-	-	-	-	-	-	-
SAC238 - SB125 TRANSIT PROJECT	-	-	-	-	-	-	-	-	-
P300 - HOUSING	73,705.31	-	-	642,592.07	-	-	-	-	-
SAC120 - REGIONAL HOUSING COORDINATION PROCESS	73,705.31	-	-	642,592.07	-	-	-	-	-
SAC151 - GREEN MEANS GO - GENERAL	-	-	-	-	-	-	-	-	-
SAC152 - GREEN MEANS GO - GRANT	-	-	-	-	-	-	-	-	-
SAC229 - GREEN MEANS GO - REAP	-	-	-	-	-	-	-	-	-
SAC239 - RECONNECTING COMMUNITIES: GREEN ZONE ACCESS AND EQUITY PROJECT	-	-	-	-	-	-	-	-	-
P310 - PERFORMANCE-BASED PLANNING	-	-	-	-	-	-	-	-	-
SAC129 - PERFORMANCE-BASED PLANNING	-	-	-	-	-	-	-	-	-
SAC131 - REGIONAL PAVEMENT MGMT PROGRAM	-	-	-	-	-	-	-	-	-
P320 - REGIONAL FUNDING PROGRAMS	-	-	-	-	-	-	-	-	-
SAC143 - GRANT PRIORITIZATION	-	-	-	-	-	-	-	-	-
SAC146 - FUNDING AND GRANTS PROGRAM	-	-	-	-	-	-	-	-	-
SAC147 - FEDERAL FUNDING PROGRAM	-	-	-	-	-	-	-	-	-
SAC148 - STIP FUNDING PROGRAM	-	-	-	-	-	-	-	-	-
SAC149 - REGIONAL ATP FUNDING PROGRAM	-	-	-	-	-	-	-	-	-
SAC150 - MODE SHIFT FUNDING PROGRAM	-	-	-	-	-	-	-	-	-
SAC400 - SMF FUNDING PROGRAM	-	-	-	-	-	-	-	-	-
Grand Total	\$ 706,925.46	\$ 1,482,919.00	\$ 300,000.00	\$ 4,010,337.00	\$ 370,000.00	\$ 102,829.00	\$ 369,593.74	\$ 300,000.00	\$ 818,700.00

BUDGET REVENUE SUMMARY (Cont'd)

PROGRAM/PROJECT	Other Revenues		Federal %		Total Revenues	Deferred Revenues ²	Deferred Revenues ²	Total Revenues ² (Including Deferred)
	Amount	Funding Source				GRANTS	OTHER/MATCH	
	Amount					Amount		
	\$ 957,364.50		\$ 470,406.37		\$ 1,427,770.87	\$ -	\$ -	\$ 1,427,770.87
SAC100 - PROGRAM AND PLANNING MANAGEMENT	\$ 957,364.50	TDA, Local	\$ 432,672.56	31%	\$ 1,390,037.06	\$ -	\$ -	\$ 1,390,037.06
SAC105 - OVERALL WORK PROGRAM	-		37,733.81	100%	37,733.81	-	-	37,733.81
	78,500.00		2,124,105.03		2,202,605.03	-	-	2,202,605.03
SAC101 - EXTERNAL RELATIONS & COMMUNICATION	78,500.00	TDA	1,144,802.25	94%	1,223,302.25	-	-	1,223,302.25
SAC106 - GOVERNMENT AFFAIRS	-		979,302.79	100%	979,302.79	-	-	979,302.79
	606,296.00		971,483.11		1,577,779.11	-	-	1,577,779.11
SAC107 - TRAVEL MODELING & ANALYSIS	606,296.00	EDCTC, Reserve	971,483.11	62%	1,577,779.11	-	-	1,577,779.11
	537,509.03		855,092.86		1,392,601.90	396,624.09	-	1,789,225.99
SAC118 - GIS	-		484,149.21	100%	484,149.21	-	-	484,149.21
SAC144 - REGIONAL MONITORING AND REPORTING	369,682.81	TDA	370,943.65	50%	740,626.46	-	-	740,626.46
SAC218 - GIS SPECIAL PROJECTS	167,826.22	Reserve	-	0%	167,826.22	396,624.09	-	564,450.31
	1,813,169.91		1,099,576.55		3,731,446.45	-	-	3,731,446.45
SAC115 - METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	1,003,318.88	PPM	-	0%	1,003,318.88	-	-	1,003,318.88
SAC125 - BLUEPRINT IMPLEMENTATION COORDINATION	308,002.96	TDA	-	0%	308,002.96	-	-	308,002.96
SAC126 - 2025 BLUEPRINT	45,000.00	TDA	120,268.61	73%	165,268.61	-	-	165,268.61
SAC127 - MTP/SCS UPDATE - PCTPA	350,776.80	PCTPA	-	0%	350,776.80	-	-	350,776.80
SAC128 - 2027 BLUEPRINT	106,071.26	TDA	331,214.43	26%	1,255,985.70	-	-	1,255,985.70
SAC130 - 2031 BLUEPRINT	-		648,093.51	100%	648,093.51	-	-	648,093.51
	85,497.99		-		85,497.99	-	-	85,497.99
SAC122 - AIRPORT LAND USE COMMISSION - GENERAL	85,497.99	TDA	-	0%	85,497.99	-	-	85,497.99
	4,458,462.05		669,593.74		5,128,055.80	100,250.29	-	5,228,306.09
SAC142 - MULTIMODAL CORRIDOR PLANNING	351,579.00	TDA	-	0%	351,579.00	-	-	351,579.00
SAC145 - REGIONAL TOLLING AND PRICING	361,741.94	CARTA Local	-	0%	361,741.94	-	-	361,741.94
SAC237 - DEL PASO MULTIMODAL TRANSPORTATION NETWORK AND LAND U	40,000.00		300,000.00	88%	340,000.00	70,807.16	-	410,807.16
SAC240 - CARTA REGIONAL TOLL EQUITY STUDY	153,761.88	Third Party Match	369,593.74	71%	523,355.63	29,443.14	-	552,798.76
SAF100 - CAPITOL VALLEY REGIONAL SERVICE AUTHORITIES FOR FREEWAYS AND EXPRESSWAYS	2,798,533.42	SAFE	-	0%	2,798,533.42	-	-	2,798,533.42
SAF300 - REGIONAL ITS	752,845.81	SAFE	-	0%	752,845.81	-	-	752,845.81
	693,133.42		693,133.42		693,133.42	370,497.32	-	1,063,630.74
SAC133 - SUSTAINABLE MOBILITY	635,549.08	RSTP	635,549.08	100%	635,549.08	73,636.09	-	709,185.17
SAC213 - REGIONAL BIKE SHARE PILOT PROJECT	57,584.33	CMAQ	57,584.33	100%	57,584.33	296,861.24	-	354,445.57
	688,308.28		546,310.28		688,308.28	1,039,525.10	2,056,218.71	3,784,052.09
SAC233 - MOBILITY ZONES (RAISE GRANT)	688,308.28	RAISE, SMF Local	546,310.28	79%	688,308.28	1,039,525.10	2,056,218.71	3,784,052.09
	552,099.78		654,928.78		654,928.78	721,454.73	-	1,376,383.51
SAC109 - ACTIVE MODES	215,981.88	CRP	318,810.88	100%	318,810.88	-	-	318,810.88
SAC235 - REGIONAL TRAIL IMPLEMENTATION	336,117.90	CRP	336,117.90	100%	336,117.90	721,454.73	-	1,057,572.63
	2,643,822.36		101,000.00		2,643,822.36	443,956.29	-	3,087,778.64
SAC116 - TRANSIT PLANNING & COORDINATION	520,423.10	TDA, Reserve	-	0%	520,423.10	81,313.17	-	601,736.27
SAC132 - TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION	952,908.99	TDA, Other Local	-	0%	952,908.99	-	-	952,908.99
SAC219 - TRANSIT OPERATIVE PASS THROUGH FUNDS	413,342.00	TIRCP	-	0%	413,342.00	-	-	413,342.00
SAC227 - REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY	101,000.00	FTA 5307 ARPA	101,000.00	100%	101,000.00	-	-	101,000.00
SAC238 - SB125 TRANSIT PROJECT	656,148.27	SB125	-	0%	656,148.27	362,643.12	-	1,018,791.39
	28,747,439.71		642,592.07		29,390,031.78	4,515,026.48	-	33,905,058.26
SAC120 - REGIONAL HOUSING COORDINATION PROCESS	275,888.42	TDA, Reserve	642,592.07	70%	918,480.49	-	-	918,480.49
SAC151 - GREEN MEANS GO - GENERAL	250,756.88	TDA	-	0%	250,756.88	-	-	250,756.88
SAC152 - GREEN MEANS GO - HEALTH NET	1,981,037.90	Local	-	0%	1,981,037.90	18,962.10	-	2,000,000.00
SAC229 - GREEN MEANS GO - REAP	19,000,000.00	REAP	-	0%	19,000,000.00	-	-	19,000,000.00
SAC239 - RECONNECTING COMMUNITIES: GREEN ZONE ACCESS AND EQUITY PROJECT	7,239,756.51	RCN	-	0%	7,239,756.51	4,496,064.38	-	11,735,820.89
	2,209,290.02	-	1,860,932.24		2,209,290.02	-	-	2,209,290.02
SAC129 - PERFORMANCE-BASED PLANNING	348,357.78	TDA, Other Local	-	0%	348,357.78	-	-	348,357.78
SAC131 - REGIONAL PAVEMENT MGMT PROGRAM	1,860,932.24	RSTP	1,860,932.24	100%	1,860,932.24	-	-	1,860,932.24
	2,707,055.89		1,478,525.04		2,707,055.89	-	50,000.00	2,757,055.89
SAC143 - GRANT PRIORITIZATION	357,895.64	TDA	-	0%	357,895.64	-	-	357,895.64
SAC146 - FUNDING AND GRANTS PROGRAM	336,904.58	RSTP	336,904.58	100%	336,904.58	-	-	336,904.58
SAC147 - FEDERAL FUNDING PROGRAM	346,824.87	RSTP, PPM	72,227.42	21%	346,824.87	-	-	346,824.87
SAC148 - STIP FUNDING PROGRAM	186,563.29	PPM	-	0%	186,563.29	-	-	186,563.29
SAC149 - REGIONAL ATP FUNDING PROGRAM	109,474.46	TDA	-	0%	109,474.46	-	-	109,474.46
SAC150 - MODE SHIFT FUNDING PROGRAM	1,069,393.04	RSTP	1,069,393.04	100%	1,069,393.04	-	-	1,069,393.04
SAC400 - SMF FUNDING PROGRAM	300,000.00	SMF Local	-	0%	300,000.00	-	50,000.00	350,000.00
Grand Total	\$ 46,777,948.92		\$ 12,167,679.49		\$ 54,532,327.66	\$ 7,587,334.31	\$ 2,106,218.71	\$ 64,225,880.68

NOTES:

1 - Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount.

2 - Accounts for grant/partnership revenues and expenditures expected in the current fiscal year but do not include revenues and expenditures anticipated in future fiscal year(s).

BUDGET EXPENDITURE SUMMARY

PROGRAM/PROJECTS	Salaries and Benefits	Consultant Costs	Legal Costs	Other Costs	Pass-Through Costs	Grand Total
P010 - PROGRAM MANAGEMENT	\$ 998,895.25	\$ -	\$ 40,000.00	\$ 388,875.62	\$ -	\$ 1,427,770.87
SAC100 - PROGRAM AND PLANNING MANAGEMENT	\$ 971,626.99	\$ -	\$ 40,000.00	\$ 378,410.07	\$ -	\$ 1,390,037.06
SAC105 - OVERALL WORK PROGRAM	27,268.26	-	-	10,465.55	-	37,733.81
P020 - GOVERNMENT AND PUBLIC AFFAIRS	1,483,759.54	113,000.00	-	605,845.49	-	2,202,605.03
SAC101 - EXTERNAL RELATIONS & COMMUNICATION	807,390.98	78,000.00	-	337,911.27	-	1,223,302.25
SAC106 - GOVERNMENT AFFAIRS	676,368.57	35,000.00	-	267,934.22	-	979,302.79
P040 - TRAVEL MODELING & ANALYSIS	701,665.30	600,000.00	500.00	275,613.81	-	1,577,779.11
SAC107 - TRAVEL MODELING & ANALYSIS	701,665.30	600,000.00	500.00	275,613.81	-	1,577,779.11
P050 - REGIONAL MONITORING	872,070.11	157,203.25	-	363,328.53	-	1,392,601.90
SAC118 - GIS	342,254.03	-	-	141,895.18	-	484,149.21
SAC144 - REGIONAL MONITORING AND REPORTING	523,946.04	-	-	216,680.43	-	740,626.46
SAC218 - GIS SPECIAL PROJECTS	5,870.05	157,203.25	-	4,752.92	-	167,826.22
P100 - BLUEPRINT	2,310,553.38	325,000.00	35,000.00	1,060,893.08	-	3,731,446.45
SAC115 - METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	600,404.04	25,000.00	-	377,914.84	-	1,003,318.88
SAC125 - BLUEPRINT IMPLEMENTATION COORDINATION	222,577.72	-	-	85,425.24	-	308,002.96
SAC126 - 2025 BLUEPRINT	101,364.82	10,000.00	10,000.00	43,903.78	-	165,268.61
SAC127 - MTP/SCS UPDATE - PCTPA	253,488.15	-	-	97,288.65	-	350,776.80
SAC128 - 2027 BLUEPRINT	776,888.45	140,000.00	20,000.00	319,097.25	-	1,255,985.70
SAC130 - 2031 BLUEPRINT	355,830.20	150,000.00	5,000.00	137,263.31	-	648,093.51
P120 - ALUC	40,105.51	30,000.00	-	15,392.48	-	85,497.99
SAC122 - AIRPORT LAND USE COMMISSION - GENERAL	40,105.51	30,000.00	-	15,392.48	-	85,497.99
P200 - STRATEGIC CORRIDOR PLANNING	1,013,041.03	245,000.00	4,000.00	1,526,054.76	2,335,960.00	5,128,055.80
SAC142 - MULTIMODAL CORRIDOR PLANNING	254,067.85	-	-	97,511.15	-	351,579.00
SAC145 - REGIONAL TOLLING AND PRICING	261,412.08	-	-	100,329.86	-	361,741.94
SAC237 - DEL PASO MULTIMODAL TRANSPORTATION NETWORK AND LAND USE COMPATIBILITY ACTION PLAN	-	-	-	40,000.00	300,000.00	340,000.00
SAC240 - CARTA REGIONAL TOLL EQUITY STUDY	7,393.14	-	-	105,962.48	410,000.00	523,355.63
SAF100 - CAPITOL VALLEY REGIONAL SERVICE AUTHORITIES FOR FREEWAYS AND EXPRESSWAYS	170,868.98	38,000.00	4,000.00	959,704.45	1,625,960.00	2,798,533.42
SAF300 - REGIONAL ITS	319,298.99	211,000.00	-	222,546.83	-	752,845.81
P210 - SUSTAINABLE MOBILITY	338,078.87	193,000.00	15,000.00	147,054.54	-	693,133.42
SAC133 - SUSTAINABLE MOBILITY	308,028.04	193,000.00	15,000.00	119,521.04	-	635,549.08
SAC213 - REGIONAL BIKE SHARE PILOT PROJECT	30,050.84	-	-	27,533.50	-	57,584.33
P220 - MOBILITY ZONES	236,730.88	360,720.18	-	90,857.22	-	688,308.28
SAC233 - MOBILITY ZONES (RAISE GRANT)	236,730.88	360,720.18	-	90,857.22	-	688,308.28
P230 - ACTIVE MODES PROGRAM	369,490.22	127,000.00	5,000.00	153,438.56	-	654,928.78
SAC109 - ACTIVE MODES	202,473.34	27,000.00	-	89,337.54	-	318,810.88
SAC235 - REGIONAL TRAIL IMPLEMENTATION	167,016.88	100,000.00	5,000.00	64,101.02	-	336,117.90
P240 - TRANSIT	1,247,048.52	491,315.09	-	487,116.75	418,342.00	2,643,822.36
SAC116 - TRANSIT PLANNING & COORDINATION	336,337.06	50,000.00	-	129,086.04	5,000.00	520,423.10
SAC132 - TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION	436,547.23	340,315.09	-	176,046.66	-	952,908.99
SAC219 - TRANSIT OPERATIVE PASS THROUGH FUNDS	-	-	-	-	413,342.00	413,342.00
SAC227 - REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY	-	101,000.00	-	-	-	101,000.00
SAC238 - SB125 TRANSIT PROJECT	474,164.22	-	-	181,984.05	-	656,148.27
P300 - HOUSING	1,087,293.00	570,000.00	-	432,738.78	27,300,000.00	29,390,031.78
SAC120 - REGIONAL HOUSING COORDINATION PROCESS	544,185.98	150,000.00	-	224,294.51	-	918,480.49
SAC151 - GREEN MEANS GO - GENERAL	181,208.96	-	-	69,547.93	-	250,756.88
SAC152 - GREEN MEANS GO - GRANT	130,826.67	-	-	50,211.23	1,800,000.00	1,981,037.90
SAC229 - GREEN MEANS GO - REAP	-	-	-	-	19,000,000.00	19,000,000.00
SAC239 - RECONNECTING COMMUNITIES: GREEN ZONE ACCESS AND EQUITY PROJECT	231,071.39	420,000.00	-	88,685.11	6,500,000.00	7,239,756.51
P310 - PERFORMANCE-BASED PLANNING	350,693.85	1,700,000.00	-	158,596.17	-	2,209,290.02
SAC129 - PERFORMANCE-BASED PLANNING	251,740.04	-	-	96,617.73	-	348,357.78
SAC131 - REGIONAL PAVEMENT MGMT PROGRAM	98,953.81	1,700,000.00	-	61,978.43	-	1,860,932.24
P320 - REGIONAL FUNDING PROGRAMS	985,075.07	-	-	421,980.81	1,300,000.00	2,707,055.89
SAC143 - GRANT PRIORITIZATION	258,632.56	-	-	99,263.08	-	357,895.64
SAC146 - FUNDING AND GRANTS PROGRAM	219,375.39	-	-	117,529.19	-	336,904.58
SAC147 - FEDERAL FUNDING PROGRAM	242,989.29	-	-	103,835.57	-	346,824.87
SAC148 - STIP FUNDING PROGRAM	134,819.58	-	-	51,743.71	-	186,563.29
SAC149 - REGIONAL ATP FUNDING PROGRAM	79,111.50	-	-	30,362.96	-	109,474.46
SAC150 - MODE SHIFT FUNDING PROGRAM	50,146.74	-	-	19,246.30	1,000,000.00	1,069,393.04
SAC400 - SMF FUNDING PROGRAM	-	-	-	-	300,000.00	300,000.00
Grand Total	\$ 12,034,500.54	\$ 4,916,238.52	\$ 99,500.00	\$ 6,127,786.60	\$ 31,354,302.00	\$ 54,532,327.66

NOTE:
1 - Other expenditure categories include: Indirect Costs, Equipment, Legal, Marketing/Advertising, Meeting, Supplies, Data Subscriptions, and Telecommunications.

PROGRAM-BASED LONG-RANGE PLANNING ACTIVITIES AND BUDGET STRUCTURE

Alignment with 5-year Blueprint Implementation: With the adoption of the 2025 metropolitan transportation plan/sustainable communities strategy, which in our region is called the 2025 Blueprint, Sacramento region partners are advancing implementation of the plan through the Overall Work Program (OWP). SACOG's work under the OWP focuses on the following priorities:

- **Priority #1: Build vibrant and inclusive places.**
- **Priority #2: Foster the next generation of mobility solutions.**
- **Priority #3: Modernize the way we pay for transportation infrastructure.**
- **Priority #4: Build and maintain a safe, equitable and resilient transportation system.**

Objective: To align SACOG's annual OWP Budget with its multi-year priorities by organizing work and resources at the **program level**, supported by work elements, tasks, and final products that facilitate implementation, tracking, and reporting.

Discussion: The Overall Work Program (OWP) is structured using a **program-based framework** to more accurately reflect how SACOG plans, manages, and delivers its work over multiple fiscal years. These priority programs represent SACOG's core, ongoing areas of responsibility and are directly aligned with the agency's **5-Year Work Plan** and long-term strategic priorities.

Under prior OWP budgets, work and resources were primarily organized by individual work elements or projects. While this approach provided detailed information on specific activities, it made it more difficult to clearly connect those activities to broader, multi-year program objectives over time.

The program-based structure addresses this limitation by organizing the OWP Budget **first by program**, with supporting work elements and individual projects nested within each program to describe how work is implemented and managed.

Within each program:

- **Work elements (individual projects)** define the primary functional areas, initiatives, and deliverables that support program objectives.
- **Tasks** support operational planning and staff time tracking, and financial management and roll up directly to the work element (project) and ultimately the program level.
- **Final Products** identify the key outputs, reports, materials, or deliverables produced under each work element during the fiscal year.
- **Previous work completed** summarizes major activities and deliverables completed in prior fiscal years that provide continuity and context for the current OWP.

This structure improves alignment between planning, budgeting, and reporting by providing a consistent framework across fiscal years, while allowing flexibility for individual projects and tasks to evolve as programs need change. It also supports clearer tracking of staff effort and enhances transparency for SACOG's Board, member jurisdictions, funding partners, and the public.

P010 - PROGRAM MANAGEMENT

Objective

Program Management is SACOG's core work element that supports the agency-wide administration, coordination, and oversight of all programs and projects. This program functions as the foundational budget and work element that enables SACOG staff to effectively plan, manage, monitor, and report on agency activities across the full spectrum of transportation, planning, data, modeling, funding, and administrative programs.

Program Management provides the structure and resources necessary to ensure that SACOG programs are strategically aligned, well-coordinated, compliant, and financially sound. It includes activities that are essential for internal operations, cross-program management, and stewardship of agency resources.

Work Elements

SAC100 – PROGRAM PLANNING AND PLANNING MANAGEMENT

Program management encompasses a broad range of activities that provide internal direction of staff efforts and the preparation of materials for the Board and its committees. The element also includes execution of policy direction and cooperative agreements, and preparation of agenda materials, staff reports, and recommendations to the SACOG Board and its committees. Specific activities fully or partially covered through the Program Management project include the tasks listed below.

This work will be performed primarily by SACOG staff.

Tasks:

1. Program Management

- Management assistance and oversight of Board materials, including committee packets and Board workshops. (Monthly)
- Management direction and oversight of programs and special assignments initiated at the federal, state, regional or local level, including development of plans, priorities, and project lists based on new funding and programming opportunities. (As needed)

Final Products:

1. Program Management

- Board committee agendas and staff reports. (Monthly, except for July)
- Board workshops. (As needed)

Previous Work Completed:

1. Program Management

- Board committee agendas and staff reports. (Monthly, except for July)
- Management assistance and oversight of monthly board committee agendas and staff reports. (Monthly, except for July)
- Provided coordination for externally driven initiatives, responding to federal, state, regional, and local priorities aligning projects with available funding opportunities. (Ongoing)

Total Expenses	\$ 1,390,037.06
Salaries and Benefits	971,626.99
Legal Costs	40,000.00
Other Costs	378,410.07

Total Revenues	\$ 1,390,037.06
FTA 5303 FORMULA	432,672.56
TDA Local	857,364.50
INTEREST INCOME	100,000.00

Toll Credits	\$ 49,627.54
<i>FHWA 5303 Toll Credit Match</i>	<i>49,627.54</i>

SAC105 - OVERALL WORK PROGRAM

This element includes development of the annual OWP, and coordination and oversight of staff work within the OWP.

The OWP is required to describe the scope of transportation planning activities funded with Consolidated Planning Grant funds, but also includes other activities performed by SACOG throughout the fiscal year that are funded with other federal, state, and local funding sources.

This work will be performed by SACOG staff.

Tasks:

1. Program Management

- Development of the Budget & OWP document pertaining to transportation planning and the CPG/RPA work elements. (Annual, May 2027)
- Monitoring development and progress on OWP planning activities and products. Efforts include the coordination of quarterly reports to Caltrans. (Quarterly)
- Coordinating with Caltrans and SACOG project managers on changes needed to improve the process and content in OWP-related submittals to Caltrans and project billings. (As needed)
- Management oversight of staff efforts to complete grant projects, including FHWA PL, FTA 5303, FTA 5304, and SPR grants. (Annually)

Final Products:

1. Program Management

- Tasks 1, 2, and 4: Closeout FY 2026-2027 Overall Work Program. (August 2026)
- Tasks 1, 2, and 4: Administrative Draft Overall Work Program for FY 2027-2028. (March 2027)
- Tasks 1, 2, and 4: Final Overall Work Program for FY 2027-2028. (May 2027)
- Task 3: Overall Work Program quarterly progress reports and invoices. (Quarterly)

- Tasks 1 - 4: Overall Work Program amendments. (As needed)

Previous Work Completed:

1. Program Management
 - Submitted OWP amendments. (April 2026)
 - Finalized FY 2025-2026 OWP. (May 2026)
 - Submitted OWP reports and invoices. (June 2026)

Total Expenses	\$ 37,733.81
Salaries and Benefits	27,268.26
Other Costs	10,465.55

Total Revenues	\$ 37,733.81
FHWA PL FORMULA	37,733.81

Toll Credits	\$ 4,328.07
<i>FTA PL Toll credit Match</i>	<i>4,328.07</i>

P020 - GOVERNMENT AND PUBLIC AFFAIRS PROGRAM

Objective

The Government and Public Affairs program connects, collaborates, and communicates on agency goals and programs, supporting member agencies and helping SACOG and its members implement federal and state requirements. SACOG staff review and analyze state and federal legislation, regulations, and guidelines to understand their requirements and implications, track their progress, and report to committees and the board. This work also includes maintaining strong relationships with member jurisdictions and partner agencies by staying engaged on projects and providing timely updates. SACOG engages with residents, member jurisdictions, and partner agencies to enable more informed, equitable, and trusted decision-making. By actively connecting with the people, jurisdictions, and agencies most affected by regionally significant policies and projects, SACOG gains insight into needs, concerns, and lived experiences. Outreach also strengthens transparency and trust by clearly showing how decisions are made and providing meaningful opportunities for people to influence outcomes.

Work Elements

SAC101 - EXTERNAL RELATIONS & COMMUNICATION

This element is to implement meaningful community engagement and includes, but is not limited to: public outreach, education, and communication, which are aimed at the general public; active transportation advocates; disabled and senior communities; youth; transit riders; transit providers, member agencies; historically disinvested community groups, regional, local, and ethnic chambers, community-based organizations, and other partner organizations. Further, our audience includes the board of directors of SACOG, the city councils and boards of supervisors in the region, and other special district boards and staff. This element

supports required tribal consultation. Outreach activities include but are not limited to SACOG and partner events, open houses, working groups, large-scale outreach events, focus groups, stakeholder and public workshops, the youth leadership academy, mass communications/newsletters, media outreach, website content development and management, and social media communications. This element also supports the agency's Race Equity Action Plan both directly and indirectly.

This element supports specific outreach and consultation efforts to include traditionally under-represented communities in SACOG's planning processes. Specifically, elderly, youth, disabled, low-income, rural, Black, Indigenous, Hispanic/Latino, Asian, American Indian/Alaskan Native, Pacific Islander, and other communities of color and underrepresented communities. Activities include translation of materials, engagement events, and large- and small-scale meetings.

The activities help fulfill state and federal outreach and public participation requirements, and race equity action plan tasks for projects across the agency.

This work will be performed by SACOG staff and a consultant, as needed.

Tasks:

1. Communications

- Online content, print materials, and special events for projects: Blog posts and stories that inform the public about the regional transportation planning process. (As needed)
- Press releases, responses to media – respond to questions and arrange interviews, background for media stories: e.g., freeway call box program, rural- Website content management for projects and programs: e.g., website vendor work that ensures our website is accessible to visually impaired people, so that they can participate in debate and have access to information about the regional transportation planning process. (Monthly)
- Website content for projects and programs: Blog posts and stories that inform the public about the regional transportation planning process. (As needed)
- Social media content: e.g., SACOG Facebook post to join the Local Government Commission for a webinar on best practices for shared mobility planning, policy, and modeling. (As needed)
- Media outreach and briefings: e.g., pitching stories to media that will engage the public in the regional transportation planning process, such as press releases about the regional funding round, drawing attention to a wide range of projects that were funded. (As needed)
- Member communications of SACOG programs, activities and services in newsletters, web content, and other materials: e.g., SACOG news section of a monthly newsletter. (As needed)

2. External Engagement

- Documentation of tribal government-to-government relations. (As needed)
- Revision of Public Participation Plan. (As needed)
- Agency wide external relations management. (As needed)
- Invest in and strengthen partnerships with community representatives, leaders, and organizations by establishing regular meetings with CBOs, funding CBOs to work with SACOG to engage community members and maintain regular communications with CBOs. (As needed)
- Work with community-based organizations to facilitate at least one site visit per year

with board members to promote a better understanding of racial equity work in the region as part of the Racial Equity Action Plan. (Annually)

Final Products:

1. Communications
 - Accurate and informative media coverage of SACOG issues, policies, and data. For public engagement, project updates, and public information. (Annual, June 2027)
 - Accessible and compliant website. (Annual, June 2027)
 - Years' worth of website material, including stories, blog posts and updated project and program information. (Annual, June 2027)
 - Social media posts. (Annual, June 2027)
 - Expanded audience for accurate and informative media coverage of SACOG issues, policies, and data. (Annual, June 2027)
 - Member communications of SACOG programs, activities and services in newsletters, web content, and other materials: e.g., SACOG news section of a monthly newsletter. (Annual, June 2027)
2. External Engagement
 - Documentation of tribal government-to-government relations. (Annual, June 2027)
 - Public Participation Plan. (As needed)
 - Task to be documented in the agency Race Equity Action Plan tracker. (Annual, December 2026)
 - At least one executed site visit for board members within the six-county region that facilitates a better understanding of racial equity work in the region to fulfill applicable task(s) in the Racial Equity Action Plan. Documentation included in REAP tracker. (Annual, December 2026)

Previous Work Completed:

1. Communications
 - Years' worth of online content and print materials. (June 2026)
 - Accurate and informative media coverage of SACOG issues, policies, and data. (June 2026)
 - Accessible and compliant website. (June 2026)
 - Years' worth of website material, including stories, blog posts and updated project and program information. (June 2026)
 - Social media posts. (June 2026)
 - Expanded audience for accurate and informative media coverage of SACOG issues, policies, and data. (June 2026)
 - Member communications of SACOG programs, activities and services in newsletters, web content, and other materials: e.g., SACOG news section of a monthly newsletter. (June 2026)
2. External Engagement
 - Documentation of tribal government-to-government relations. (June 2026)

Total Expenses	\$ 1,223,302.25
Salaries and Benefits	807,390.98
Consultant Costs	78,000.00
Other Costs	337,911.27

Total Revenues	\$ 1,223,302.25
FHWA PL FORMULA	1,144,802.25
TDA Local	78,500.00

Toll Credits	\$ 131,308.82
<i>FTA PL Toll credit Match</i>	<i>131,308.82</i>

SAC106 – GOVERNMENT AFFAIRS

SACOG needs to understand the contents and implications of various state and federal legislative and regulatory proposals, as well as track the progress on all legislation, initiative language, state and federal regulations, and state and federal guidelines of interest. Staff canvasses bills that are introduced, reads, and analyzes bill language and state proposals to understand their requirements and consequences, tracks their progress, and reports on to committees and to the board. Staff also reviews state and federal proposed guidelines and regulations of relevance, analyzes them to understand the implications, tracks their progress, and reports on it to committees and to the board. This also includes reinforcing relations with our member jurisdictions, public agencies, and service providers within the six-county area by maintaining a staff presence on projects and issues related to our core policy areas and providing updates as appropriate through a variety of methods. This work task covers these analytic activities. Advocacy activities are funded under Lobbying and Advocacy in non-Overall Work Program activities elsewhere in the agency budget.

These activities will help SACOG, and its member agencies better implement federal and state requirements. The tasks below will be completed using FTA 5303 funds.

This element will be performed by SACOG staff. A small allocation of TDA funding is used for contribution to CALCOG- Big 4 MPO Coordinator.

Tasks:

1. Program Management
 - Management of program activities and budget. (As needed)
2. Program Implementation
 - Contact identification, state and federal policy identification, tracking, and analysis, and monitoring state and federal policy committee meetings and hearings, including reports to SACOG committees and board. (As needed)

Final Products:

1. Program Management
 - Legislative Action Summaries and Analysis. (As needed, June 2027)
2. Program Implementation
 - Years' worth of online content and print materials. (Annual, June 2027)

Previous Work Completed:

1. Program Implementation
 - Legislative Action Summaries and Analysis. (As needed, June 2026)

Total Expenses	\$ 979,302.79
Salaries and Benefits	676,368.57
Consultant Costs	35,000.00
Other Costs	267,934.22

Total Revenues	\$ 979,302.79
FTA 5303 FORMULA	679,302.79
FTA 5303 CARRYOVER	300,000.00

Toll Credits	\$ 112,326.03
<i>FHWA 5303 Toll Credit Match</i>	<i>77,916.03</i>
<i>FHWA 5303 Toll Credit Carryover</i>	<i>34,410.00</i>

P040 - TRAVEL MODELING & ANALYSIS PROGRAM

Objective

The Travel Modeling and Analysis program develops and maintains the up-to-date regional travel modeling and forecasting tools and data to fulfill SACOG's federal and state requirements as an MPO. For example, the Clean Air Act requires each MPO to use updated models for transportation conformity analysis; SB 375 requires MPOs to prepare a Sustainable Community Strategy (SCS) as part of its Regional Transportation Plan (RTP), showing how greenhouse gas (GHG) reduction targets will be met through integrated land use and transportation strategies. MPOs must describe their methodology, assumptions, and modeling approach, documentation on travel demand forecasting tool development, and up-to-date assumptions used to estimate GHG outcomes. Regular model development and research help support sensitivity to new transportation and land use policies, such as roadway pricing, teleworking, and electric vehicle (EV) adoptions to support better decision making. In addition to SACOG's needs to meet above requirements, other agencies also rely on these forecasting tools, datasets, and SACOG staff's technical assistance. These include Caltrans for project and corridor studies on the state highway system; other RTPAs (PCTPA and EDCTC) for their long-range plan analyses and project studies; and many SACOG member agencies in the adaptation of SACOG's tools and data for use in planning and project studies within their jurisdictions.

Work Elements

SAC107 – TRAVEL MODELING & ANALYSIS

Travel Modeling and Analysis project develops and maintains the up-to-date regional travel modeling and forecasting tools and data to fulfill SACOG's federal and state requirements as an MPO. For examples, Clean Air Act requires MPO to use updated models for transportation conformity analysis; SB 375 requires MPO's to prepare an SCS as part of its Regional Transportation Plan (RTP) showing how GHG reduction targets will be met

through integrated land use and transportation strategies. MPOs must describe their methodology, assumptions, and modeling approach, documentation on travel demand forecasting tool development, and up to date assumptions used to estimate GHG outcomes.

Regular model development and research help support sensitivity to new transportation and land use policies such as roadway pricing, teleworking and EV adoptions to support better decision making.

In addition to SACOG's needs to meet above requirements, other agencies also rely on these forecasting tools, datasets, and SACOG staff's technical assistance: Caltrans, for project and corridor studies on the state highway system; other RTPA's (PCTPA and EDCTC), for their long-range plan analyses and project studies; and many SACOG member agencies, in the adaptation of SACOG's tools and data for use in planning and project studies within their jurisdictions.

Federal conformity and RTP requirements - MPOs must use up-to-date transportation models and assumptions to demonstrate air quality conformity under the Clean Air Act and to support Regional Transportation Plan (RTP) updates, consistent with federal planning regulations.

Regular MTP updates with current data - In nonattainment and maintenance areas, MPOs are required to update their MTP every four years, using the latest population, land use, employment, and travel data to forecast future system performance.

SB 375 Sustainable Communities Strategy (SCS) - California law requires MPOs to prepare an SCS as part of the RTP, showing how integrated land use and transportation strategies will meet state GHG reduction targets, supported by documented modeling methods and assumptions.

State modeling guidance and best practices - The California Transportation Commission provides RTP and modeling guidelines that MPOs are expected to follow, reinforcing the use of best practices, transparent methods, and current assumptions in MTP/SCS development.

This work will be performed by SACOG staff and consultant. The consultant will provide as needed analysis and model running support for SACSIM.

Tasks:

1. Program Management
 - Review deliverables, tasks and budgets. (Weekly)
 - Coordinate across teams with supervisors and project managers to understand how program staff and tools are supporting agency efforts. (Ongoing)
2. External Engagement
 - Provide ongoing communication of transportation and modeling with key stakeholders and partners. (Annually)
3. Communications
 - Maintain update to do data and documentation on SACOG's travel demand modeling and data analysis pages. (Quarterly)
4. Data Collection & Analysis
 - Data collection including but not limited to traffic counts, speeds and demographic data. (Annually)
 - Provide analysis on data and forecasting tools to ensure usefulness for other internal programs use. (Quarterly)

5. Technical Support
 - Responses to member and partner agency data requests. (Monthly)
 - Provide trainings to travel model and other data tools for member agencies project use. (Quarterly)
6. Plan Development
 - Provide Model Develop for SACOG's travel demand model to maintain up to data and best practice research. (Annually)
 - Develop analysis tools for agency program and project use (Quarterly)
7. Program Implementation
 - Host SACOG Data and Modeling User Conference. (Annually)
 - Prepare training and documentation materials. (Quarterly)
8. Program Evaluation
 - Maintain and track program's implementation and staff use across agency programs. (Quarterly)

Final Products:

1. Program Management
 - Monthly Status Reports. (Monthly)
 - Provide update on cross team communication for modeling and analysis tools. (Quarterly)
2. External Engagement
 - Quarterly Status Reports. (Quarterly)
3. Communications
 - Quarterly Status Reports. (Quarterly)
4. Data Collection & Analysis
 - Prepared quarterly memos documenting model development support for key agency programs including VMT, modeling data, and other technical analysis. (Quarterly)
5. Technical Support
 - Prepared quarterly memos documenting support provided to member jurisdictions, including VMT, modeling data, and other technical analysis. (Quarterly)
6. Plan Development
 - Annual report on model development and research. (Annually)
7. Program Implementation
 - Prepared quarterly updates on training, documentation, and conference materials shared externally. (Quarterly)
8. Program Evaluation
 - Complete evaluation of ongoing modeling development and analysis support. (Annually)

Previous Work Completed:

1. Project Management
 - Provided regular updates to Management on cross team communication for modeling and analysis tools. (June 2026)
 - Provided Monthly Management updates on data requests (Monthly)
2. External Engagement
 - Led preparations for the travel model trainings, including development and delivery of model presentations and updates to the modeling webpage with technical resources. (June 2026)
3. Communications

- Regular communication with other Team directors and Program managers on how Modeling tools and development can provide support to projects. (June 2026)
4. Data Collection & Analysis
 - Provided essential technical support for the 2025 Blueprint, including modeling to support adoption of the preferred land use forecast and transportation project list, and shared technical model documentation through trainings and public website. (June 2026)
 - Provided data, modeling, and analytical support for the EIR draft and documentation, coordinating with internal teams and consultants to support environmental review needs. (November 2025)
 - Delivered Project Evaluation Platform (PEP) analyses for test projects, shared results with SACOG management, submitted a collision model paper to TRB, and provided performance metrics and insights to inform management decision-making. (November 2025)
 5. Technical Support
 - Prepared regular memos documenting technical support provided to internal projects and member jurisdictions, including VMT analysis, modeling outputs, and related data support. (June 2026)
 6. Plan Development
 - Submitted Sustainable Communities Strategy (SCS) technical methodology memos, responses to CARB comments, and supporting documentation to meet project and regulatory requirements, with coordination to address agency and stakeholder needs. (March 2026)
 - Ensured compliance with transportation conformity requirements through final MTIP submittal and prepared adopted SACSIM model release files with detailed documentation for agency and partner use. (June 2026)
 7. Program Implementation
 - Adoption of the 2025 Blueprint, EIR and supplemental technical assistance and materials. (November 2025)
 8. Program Evaluation
 - Successful completion of years program activities. Provided both internal and external support for key programs and projects. Successfully navigated onboarding of new staff for program needs. (June 2026)

Total Expenses	\$ 1,577,779.11
Salaries and Benefits	701,665.30
Consultant Costs	600,000.00
Legal Costs	500.00
Other Costs	275,613.81

Total Revenues	\$ 1,577,779.11
FHWA PL FORMULA	971,483.11
EDCTC LTF	106,296.00
RESERVE FUND BALANCE	500,000.00

Toll Credits	\$ 111,429.11
<i>FTA PL Toll credit Match</i>	<i>111,429.11</i>

P050 - REGIONAL MONITORING PROGRAM

Objective

The Regional Monitoring program encompasses agency activities to monitor and report on Blueprint implementation through consistent, comprehensive and complete datasets quantifying, mapping and describing land use, transportation, economic, demographic and other characteristics of the region. SACOG uses these multiple data products as inputs into its various programs, in response to requests and partnerships with external agencies, and in briefing the board and other parties on progress toward established regional goals.

Work Elements

SAC118 – GEOGRAPHIC INFORMATION SYSTEM (GIS)

As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive, and complete datasets quantifying and describing land use, transportation, and demographic characteristics of the region. This effort is critical to promoting “consistency between transportation improvements and State and local planned growth and economic development patterns” as identified in the Metropolitan Planning Process (23 CFR 450). This work element includes staff time and resources to collect and process geospatial data and maintain the agency's geographic information system (GIS) to spatially track land use and transportation networks to represent existing conditions and support planning decisions.

SACOG provides information of its spatial data for public access through two channels: the Open Data Portal and the census data hub which serves as the Sacramento Regional Census State Data Center (SDC) in the U.S. Census Bureau’s SDC Program. SACOG works with the U.S. Census Bureau, local agencies, and the public on all census-related issues in the region including participation in Decennial Census Geographic Programs, and other Decennial Census activities on behalf of the SACOG Region. Further, the agency has a data resource center to respond to requests from stakeholders and partner agencies.

SACOG staff includes updating the Open Data Portal data profiles and an interactive data viewer to the agency’s updated and expanded web-based information center tools. The geographic information system (GIS) information is updated regularly as needed, and staff provides training on new data and tools.

The federal MAP-21/FAST Act requirements for Regional Transportation Plans include development of future growth forecasts and an assessment of projected land uses and major growth corridors. Identifying where growth is occurring through spatial data and analysis is critical for supporting accurate assessment of future land use patterns. Further, Federal Planning Factor #5 from the Final Guidance pertaining to Title 23 CFR Part 450 and 771 and Title 49 CFR Part 613 states that the metropolitan transportation planning process must consider how best to “protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and state and local planned growth and economic development patterns”. Understanding where housing and other growth is occurring is critical to successful fulfillment of this Planning Factor.

This work will be performed by SACOG staff and includes software licensing to maintain the GIS environment.

Tasks:

1. Program Management
 - Review deliverables, tasks, and budgets. (Weekly)
2. External Engagement
 - Participate in GIS cooperative and ESRI meetings. (Quarterly)
3. Data Collection & Analysis
 - Collecting and updating Environmental data layers for grants and for the EIR for the long-range transportation plan (flood zones, wetlands, open space, farmland & crops, Williamson Act). (Annually)
 - Maintaining GIS boundary and reference data files used in the Open Data Portal and agency projects (parcel boundaries, regional centerline, New 2020 Census geographies, jurisdictional boundaries, tribal boundaries, agency community plan areas). (Monthly)
 - Developing spatial database for housing permits, employment inventory and affordable housing inventory for the long-range transportation plan. (Annually)
 - Updating Transportation infrastructure inventories used in ATP funding, outside agency grant applications and other uses (bike lanes, transit lines & stations, bike share infrastructure). (Annually)
 - Updating Census data and other demographic data for Info Center Data and Mapping Requests (American Community Survey, California Economic Development Department, LEHD). (Monthly)
 - Creating spatial applications for Regional Monitoring Program dashboard indicators. (Ongoing)
4. Technical Support
 - Assisting special projects on behalf of member agencies and fulfilling requests coming from the Regional Info Center. (Monthly)
 - Maintaining Data Request management center. (Ongoing)
5. Plan Development
 - Updating Blueprint and EIR maps using collected data. (Annually)
 - Promoting SACOG projects with new online tools and dashboards with SACOG's Enterprise GIS that assist stakeholders, jurisdiction planners and the public to make informed decisions (Funding Round, ATP and Trails, MTP/SCS transportation network, Environmental Justice Areas). (Monthly)
 - Developing VertiGIS (spatial) application of Project performance assessment tool. (Annually)
6. Program Implementation
 - Develop storyboard maps and other spatial applications for priority Blueprint programs. (Annually)
 - Map MTIP and Blueprint projects. (Annually)

Final Products:

1. Program Management
 - Monthly Status Reports. (Monthly)
 - Questica budget tables. (Weekly)
2. External Engagement
 - Board and committee presentations. (Annually)
3. Data Collection & Analysis

- Updated transportation and land use files used across programs. (Annual)
- Updated Open Data Portal and Census Data Hub sites (Annual)
- 4. Technical Support
 - Completed data tables and analysis for member and partner agency data requests. (Monthly)
- 5. Plan Development
 - Updated VertiGIS component of Project Performance Assessment tool. (June 2027)
- 6. Program Implementation
 - New storyboard and interactive maps embedded in planning and transportation programs. (Annual)
 - MTIP and Blueprint project shapefiles. (December 2026)

Previous Work Completed:

1. External Engagement
 - Quarterly GIS cooperative meetings conducted. (Quarterly, June 2026)
2. Data Collection & Analysis
 - Updated spatial housing database. (July 2025)
 - 2025 base year land use, housing and employment parcel-based layer. (November 2025)
 - Revised input files (including truck and pavement) for Project Performance Assessment tool. (December 2025)
3. Technical Support
 - Contributed to response of over 25 external data requests. (Annually)
4. Plan Development
 - Final 2025 Blueprint and EIR maps. (November 2025)

Total Expenses	\$ 484,149.21
Salaries and Benefits	342,254.03
Other Costs	141,895.18

Total Revenues	\$ 484,149.21
FHWA PL FORMULA	114,149.21
FHWA PL CARRYOVER	370,000.00

Toll Credits	\$ 55,531.91
<i>FTA PL Toll credit Match</i>	<i>13,092.91</i>
<i>FTA PL Toll Credit Carryover</i>	<i>42,439.00</i>

SAC144 - REGIONAL MONITORING AND REPORTING

As part of its role in analyzing the combined effects of land use patterns and phased investments in transportation infrastructure and services, SACOG must establish consistent, comprehensive, and complete datasets quantifying and describing land use, transportation, economic and demographic characteristics of the

region. This effort is critical to promoting “consistency between transportation improvements and State and local planned growth and economic development patterns” as identified in the Metropolitan Planning Process (23 CFR 450). A major task in this process is to organize, update and understand the multiple datasets the agency tracks, and then use the updated data and indicators to report out to a range of stakeholders on progress made across the multiple goals identified in the Metropolitan Planning Process.

The federal requirements for Regional Transportation Plans include development of future growth forecasts and an assessment of projected land uses and major growth corridors. Identifying where growth is occurring through inventories of past and current trends is critical for supporting accurate assessment of future land use patterns. Further, Federal Planning Factor #5 from the Final Guidance pertaining to Title 23 CFR Part 450 and 771 and Title 49 CFR Part 613 states that the metropolitan transportation planning process must consider how best to “protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and state and local planned growth and economic development patterns”. Understanding how the region is tracking relative to these goals is essential to monitoring progress and is the cornerstone of this work activity,

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Review deliverables, tasks, and budgets. (Weekly)
2. External Engagement
 - Participate in regional prosperity partners meetings. (Quarterly)
3. Communications
 - Monthly status updates. (Monthly)
 - Webpage and dashboard redesign. (June 2027)
4. Data Collection & Analysis
 - Revised regional indicators dashboard. (June 2027)
 - AB350 metrics. (November 2026)
 - Cycle 7 housing element data preparation. (July 2026)
 - New housing permit database. (July 2026)
 - Quality control checks on SACOG deliverables. (Monthly)
5. Technical Support
 - Responses to member and partner agency data requests. (Monthly)
6. Plan Development
 - Prepare version 4 of Project Performance Assessment tool. (June 2027)
 - Update tables and analysis for 2027 Blueprint and EIR. (March 2027)
7. Program Implementation
 - Write annual regional indicators report. (November 2026)
 - Prepare AB350 progress report. (December 2026)
8. Program Evaluation
 - Complete data evaluation component for 18 SACOG programs. (Annually)

Final Products:

1. Program Management
 - Monthly Status Reports. (Monthly)
 - Questica budget tables. (Weekly)
2. External Engagement

- Board and committee presentations. (Annually)
- 3. Communications
 - Updated SACOG data webpage. (June 2027)
- 4. Data Collection & Analysis
 - Updated data and time series for 75 tracked indicators. (Annually)
 - Cycle 7 housing element data package. (July 2026)
 - Housing permit dataset. (July 2026)
 - We Prosper Together implementation measures. (September 2026)
 - Replica dataset summary analysis. (December 2026)
- 5. Technical Support
 - Completed data tables and analysis for member and partner agency data requests. (Monthly)
- 6. Plan Development
 - Version 4 of Project Performance Assessment tool. (June 2027)
 - Update tables and analysis for 2027 Blueprint and EIR. (March 2027)
- 7. Program Implementation
 - Write annual regional indicators report. (November 2026)
 - Prepare AB350 progress report. (December 2026)
 - News articles, interviews, presentations. (Annually)
- 8. Program Evaluation
 - Indicator tracking table by core program. (Annually)

Previous Work Completed:

- 1. External Engagement
 - Interviews and articles with six different outlets. (Annually)
 - Presentations at UC Davis, Valley Vision Livability summit, regional managers, regional planning partnership and special districts. (Annually)
- 2. Communications
 - Recent updates page of dashboard. (September 2025)
 - Dashboard data listserve. (September 2025)
 - Revised dashboard directory. (September 2025)
- 3. Data Collection & Analysis
 - 2025 base year land use, housing and employment updates. (November 2025)
 - Updated transit indicators based on National Transit Database. (November 2025)
 - Analysis of housing permit time series for progress report. (August 2025)
- 4. Technical Support
 - Response to over 25 external data requests. (Annual)
- 5. Plan Development
 - Final 2025 Blueprint and EIR tables (November 2025)
- 6. Program Implementation
 - 2025 Regional Progress Report release. (October 2025)

Total Expenses	\$ 740,626.46
Salaries and Benefits	523,946.04
Other Costs	216,680.43

Total Revenues	\$ 740,626.46
FTA 5303 FORMULA	370,943.65
TDA Local	369,682.81

Toll Credits	\$ 42,547.24
FHWA 5303 Toll Credit Match	42,547.24

SAC218 - GIS SPECIAL PROJECTS

SACOG's consultant, Bradshaw Consulting Services (BCS), deployed an application platform compatible with ESRI technology to provide enhanced management and collaboration capabilities for the maintenance of Point and Centerline Range addressing datasets by the addressing authorities and public safety members within Sacramento County. BCS will implement its enterprise solution for address and centerline management, TheAddresser® for ArcGIS Enterprise. Capabilities that do not currently exist within the platform will be developed as additional services to the base purchase of the platform, in consultation with the Client to ensure compatibility and performance expectations. Implementation is complete and software maintenance occurs annually with invoicing in November of each year. 2026 pricing is set at \$6,993.45 and will increase 3% annually based on BCS standard policy.

This project is funded with local money from jurisdictions participating in the Sacramento GIS Cooperative and held in the SACOG GIS Reserve account.

The SACOG imagery collection is typically performed every 4 years and is scheduled for a Spring 2026 (March - May) flight time frame. SACOG will administer the contract with a qualified vendor that is selected using a competitive bidding process issued through an RFP. The project is funded by participating cities, counties, and special districts within the SACOG region. The total cost of the project will depend on the products and services included in the vendors contract and an administrative fee added by SACOG.

This project is funded with local money from each participating jurisdiction based on square mileage.

This work will be completed by SACOG staff and Contractors.

Tasks:

1. Data Collection & Analysis
 - Software maintenance with BCS, Inc. (\$6,993.45 Annual), maintenance will increase 3% each year. (Annually)
 - Pictometry will deliver products including ortho imagery, oblique imagery, LiDAR, and other derived products (impervious surface data). (December 2026)

Final Products:

1. Data Collection & Analysis
 - Software maintenance with BCS, Inc. (\$6,993.45 Annual)
 - Ortho imagery, oblique imagery, LiDAR, other derived products (impervious surface data). (December 2026)

Previous Work Completed:

1. Data Collection & Analysis
 - Software maintenance with BCS, Inc. (\$6,789.76 Annual)
 - RFP released (May 2025), Vendor awarded (October 2025), Contract complete. (February 2026)

Total Expenses	\$ 167,826.22
Salaries and Benefits	5,870.05
Consultant Costs	157,203.25
Other Costs	4,752.92

Total Revenues	\$ 167,826.22
IMAGERY RESERVE	150,000.00
GIS RESERVE	17,826.22

Deferred Revenues	\$ 396,624.09
GIS RESERVE	396,624.09

P100 - BLUEPRINT PROGRAM

Objective

The Blueprint Program encompasses the development, implementation, and ongoing update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), providing a unified framework for regional growth and transportation investment. Through supporting SACOG’s collaborative engagement with member agencies, partners, tribal governments, and the public, the program identifies current and future regional needs, forecasts future funding constraints/opportunities, analyzes solutions to regional land use and transportation challenges, and proposes strategic investments. This approach ensures alignment with federal and state requirements while advancing economic vitality, environmental stewardship, and social equity throughout the Sacramento region.

Work Elements

SAC115 - METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

SACOG will maintain the current 2025 Metropolitan Transportation Improvement Program (MTIP) and the 2026 Regional Transportation Improvement Program (RTIP) through necessary monthly administrative modifications and formal amendments. Concurrently, staff will begin the development of the 2027 MTIP and the 2028 RTIP, which includes programming projects selected from the 2023, 2025, and 2027 funding rounds. This work involves extensive liaison activities to support partner organizations, coordination with PCTPA and EDCTC on programming topics, and amending the State Transportation Improvement Program (STIP) as required.

Additionally, SACOG will develop the air quality conformity narrative and perform modeling calculations for the 2027 Blueprint and 2027 MTIP Amendment No. 11. This includes facilitating project-level conformity group meetings and coordinating internally and externally to determine conformity assumptions and results.

This element will continue SACOG's planning, analysis, and implementation of strategies to reach state and federal air quality goals related to criteria pollutants. Focus will include the integration and documentation of efforts to meet established public health targets.

National Ambient Air Quality Standards (NAAQS) for SACOG (Non-Attainment)

- a. Ozone – 1-hour Ozone (1979 - revoked), 8-hour Ozone (1997(revoked), 2008, 2015). Nonattainment for all of Sacramento, Yolo Counties; southern portion of Sutter County, El Dorado and Placer Counties, outside Tahoe Basin; Sutter Buttes area (nonattainment for 1997 and 2015 standards and EPA determined area met both attainment) dates); portions of Solano County.
- b. PM10 – 24-hour; maintenance for Sacramento County.
- c. PM2.5 – 24-hour (2006). Nonattainment for Sacramento County and portions of Placer, El Dorado, Solano, and Yolo Counties.
- d. PM2.5 – Maintenance for Sutter County and a portion of Yuba County or Yuba City-Marysville Area.

To support project delivery, SACOG will assist project sponsors in delivering transportation projects funded by state and federal sources (e.g., RSTP/STBGP, CMAQ, CRP, RIP, IIP, ATP, SB 1, HBP, and HSIP). This involves collecting and updating estimated requests for authorization/allocation, developing a 2027 Delivery Plan, and educating sponsors on funding opportunities. SACOG will facilitate coordination through quarterly Transit Coordinating Committee meetings and Project Delivery Coordination Group meetings involving Caltrans Local Assistance and agencies from Sacramento, Yolo, El Dorado, Placer, Yuba, and Sutter counties. Finally, SACOG will continue the implementation, improvement, and maintenance of the SACTrak database, emphasizing project tracking, monitoring, reporting, and financial management capabilities.

SACOG will hold Regional Partnership Planning (RPP) meetings in order to provide timely updates to partner agencies on various topics such as programming and air quality.

These activities ensure adherence to state and federal regulations regarding transportation programming and fund management.

Federal and State Programming: The maintenance and development of the MTIP, RTIP, and STIP are required to comply with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Transportation Commission (CTC) regulations. Active participation in the California Federal Programming Group (CFPG) and attendance at RTPA and CTC meetings ensure alignment with evolving state and federal guidelines.

Air Quality Compliance: Coordination with Caltrans, the EPA, and FHWA, alongside the development of conformity narratives and modeling, is mandated to demonstrate that the region's transportation plans meet the requirements of the Clean Air Act and applicable State Implementation Plans (SIPs).

Funding Utilization and Obligation Authority: Monitoring the project list and developing the 2027 Delivery Plan for submittal to Caltrans Local Assistance ensures the region utilizes all its annual Obligation Authority (OA) and maximizes RSTP and CMAQ apportionments, preventing the loss of federal funds.

Financial Management and Reporting: The maintenance of the SACTrak database fulfills SACOG's responsibilities as a Designated Recipient, providing the necessary financial management, transparency, and reporting capabilities required by federal oversight agencies.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Develop and monitor budget. (Ongoing)
2. External Relations
 - Project delivery coordination group meetings. (Ongoing)
 - Implementation of SacTrak database. (Ongoing)
 - Hold RPP meetings. (Quarterly)
 - Regional programming and project delivery trainings. (As needed)
 - Program support. (Ongoing)
 - SacTrak outreach. (As needed)
 - RFP review. (As needed)
3. Communications
 - Tribal outreach for 2027 MTIP development. (Ongoing)
 - Committee Assistance. (As needed)
 - Mailchimp administration. (As needed)
 - Regional programming and project delivery trainings. (As needed)
 - SacTrak outreach. (As needed)
4. Data Collection & Analysis
 - Model for air quality conformity. (2027 MTIP, 2027 Blueprint, 2025 MTIP amendment)
 - Participate in development/training/activities associated with emission models i.e., EMFAC updates. (As needed)
5. Program Implementation
 - Maintain Project delivery/Obligation plan. (Ongoing)
 - Participation and liaison in federal programming with FHWA and FTA. (Ongoing)
 - Participation in the Regional Transportation Planning Agency meetings. (Bi-monthly)
 - Attendance of California Transportation Committee meetings. (Bi-monthly)
 - Participation in the development of guidelines for funding programs. (As needed)
 - Attendance of EDCTC TAC and Commission meetings. (Monthly)
 - Update the 2025 MTIP. (Ongoing)
 - Adopt and update the 2027 MTIP. (Ongoing)
 - Participate in State Implementation Plan development and updates: data development, transportation control measures, and interagency coordination. (As needed)
 - Assistance and circulation of Projects of Air Quality Concern (POAQC); management of the RPP subgroup. (As needed)
 - Development of conformity documentation and analysis. (As needed)

Final Products:

1. External Relations
 - Agendas and materials for regional planning partnership meetings. (As needed)
2. Communications
 - Climate and air quality website materials, training, schedule outreach. (As needed)
3. Program Implementation
 - MTIP Amendments. (As needed)
 - MTIP administrative modifications. (As needed)
 - 2026 delivery plan. (As needed)
 - Prepare 2028 Regional Transportation Improvement Program requests and amendments. (As needed)
 - 2027 MTIP. (Ongoing)
 - 2027 air quality conformity. (As needed)

- Data development for SIP process, transportation control measures, and interagency coordination. (As needed)
- Committee and board items related to programs and policies. (As needed)

Previous Work Completed:

1. External Relations
 - RPP agendas and meetings. (June 2026)
2. Program Implementation
 - Regional conformity analysis for MTIP Type 5 amendment and 2025 Blueprint. (June 2026)
 - POAQC review, circulation, and reporting. (June 2026)
 - Monthly project level conformity group meetings. (June 2026)

Total Expenses	\$ 1,003,318.88
Salaries and Benefits	600,404.04
Consultant Costs	25,000.00
Other Costs	377,914.84

Total Revenues	\$ 1,003,318.88
PPM 2026-27 (STIP)	1,003,318.88

SAC125 - BLUEPRINT IMPLEMENTATION COORDINATION

As the Metropolitan Planning Organization (MPO), SACOG is required by federal and state laws to update and maintain the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as facilitate and monitor its implementation. The plan is a key component of keeping the region eligible and competitive for transportation funding and investment. SACOG's 2025 Blueprint is the current MTP/SCS. The plan lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. Implementation of the plan is tracked under four strategic priorities: (1) build vibrant places for today's and tomorrow's residents, (2) foster the next generation of mobility solutions, (3) modernize the way we pay for transportation infrastructure, and (4) build and maintain a safe, reliable, and multimodal transportation system. Implementation of the 2025 Blueprint is a regional effort that cannot be accomplished by SACOG alone. The purpose of this project is to coordinate SACOG's regional planning and implementation efforts. These efforts include helping facilitate collaboration, providing technical support, and participating in joint activities across SACOG's work programs that move the region toward the goals of the regional plan.

The activities align with the Federal Metropolitan Planning requirements, Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Consultant contract management and monthly invoices. (Ongoing)
 - Develop and monitor budget and facilitate project meetings. (Ongoing)
2. External Relations

- Public and Partner Engagement and Board Engagement. (Ongoing)
- 3. Data Collection & Analysis
 - Data collection and analysis for growth projection, land use and employment. (Ongoing)
 - Transportation Project List. (Ongoing)
 - Web tools and mapping. (Ongoing)
- 4. Plan Development
 - Revenue Forecast. (Ongoing)
 - Plan Development. (Ongoing)
 - Environmental compliance. (Ongoing)
- 5. Program Implementation
 - Federal and state submittals. (Ongoing)

Final Products:

1. Program Management
 - Project budget and meetings. (Ongoing)
2. External Relations
 - Engagement materials and staff reports. (Ongoing)
3. Data Collection & Analysis
 - Data products, analysis, mapping, and transportation list. (Ongoing)
4. Plan Development
 - Draft and final plan documents. (Ongoing)
5. Program Implementation
 - Federal and state submittals. (Ongoing)

Previous Work Completed:

1. Program Management
 - Project and consultant management. (Ongoing, June 2026)
2. External Relations
 - Local tour of boards and councils to present draft SCS. (June 2026)
3. Data Collection & Analysis
 - Data requests to support regional plan, including Final Transportation Investment List. (As needed, June 2026)
4. Plan Development
 - 2025 Blueprint. (November 2025)
5. Program Implementation
 - Preparation of draft submittal documentation. (Ongoing, June 2026)

Total Expenses	\$ 308,002.96
Salaries and Benefits	222,577.72
Other Costs	85,425.24

Total Revenues	\$ 308,002.96
TDA Local	308,002.96

SAC126 – 2025 BLUEPRINT

As the Metropolitan Planning Organization (MPO), SACOG is required by federal and state laws to update and maintain the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The plan is a key component of keeping the region eligible and competitive for transportation funding and investment. SACOG's 2025 Blueprint is the current MTP/SCS. The plan lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents.

The activities align with the Federal Metropolitan Planning requirements, Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This work will be performed by SACOG staff.

Tasks:

1. Program Implementation
 - Federal and state submittals. (December 2026)
2. Program Evaluation
 - Final reporting. (As needed)

Final Products:

1. Program Implementation
 - Final Federal and state submittals. (December 2026)
2. Program Evaluation
 - Final reporting. (As needed)

Previous Work Completed:

1. Program Implementation
 - Draft submittal materials for federal and state agencies. (June 2026)

Total Expenses	\$ 165,268.61
Salaries and Benefits	101,364.82
Consultant Costs	10,000.00
Legal Costs	10,000.00
Other Costs	43,903.78

Total Revenues	\$ 165,268.61
FHWA PL FORMULA	120,268.61
TDA Local	35,000.00
USE OF FUND BALANCE/TDA CARRYOVER	10,000.00

Toll Credits	\$ 13,794.81
FTA PL Toll credit Match	13,794.81

SAC127 - MTP/SCS UPDATE - PCTPA

As the Metropolitan Planning Organization (MPO), SACOG is required by federal and state laws to update and maintain the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACOG's 2025 Blueprint is the current MTP/SCS with a 2027 technical update in process to make necessary changes to bring plan assumptions in line with new existing conditions. The plan lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. This plan will lay out a set of strategies and actions for an integrated, multimodal transportation system and regional development pattern that can create a more thriving region that works for all residents.

The activities align with the Federal Metropolitan Planning requirements, Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This element is funded, in part, by SACOG's share of FY 2026-2027 SB1 Sustainable Communities Formula funds. The activities align with the Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This work will be performed primarily by SACOG staff.

Tasks:

1. Program Management
 - Consultant contract management and monthly invoices. (Ongoing)
 - Develop and monitor budget and facilitate project meetings. (Ongoing)
2. External Relations
 - Public and Partner Engagement and Board Engagement. (Ongoing)
3. Data Collection & Analysis
 - Data collection and analysis for growth projection, land use and employment. (Ongoing)
 - Transportation Project List. (Ongoing)
 - Web tools and mapping. (Ongoing)
4. Technical Assistance
 - Partner/member consistency/implementation. (As needed)

Final Products:

1. Program Management
 - Project budget and meetings. (Ongoing)
2. External Relations
 - Blueprint Implementation Activities. and Megaregion coordination. (Quarterly)
3. Data Collection & Analysis
 - Data requests and collaborate with agencies and partners through SACOG implementation programs to advance shared understanding of the relationships between transportation, housing, land use, air quality, and social issues. (Ongoing)
4. Technical Assistance
 - MTP/SCS Consistency and support letters for member agencies. (As needed)

Previous Work Completed:

1. Program Management
 - Monthly Blueprint Implementation Activities. (June 2026)

2. External Relations
 - Committee information items and Megaregion Coordination. (Quarterly)
3. Technical Assistance
 - Data requests. (As needed)
 - MTP/SCS Consistency and Blueprint Letters for member agencies. (As needed)

Total Expenses	\$ 350,776.80
Salaries and Benefits	253,488.15
Other Costs	97,288.65

Total Revenues	\$ 350,776.80
PCTPA RPA	350,776.80

SAC128 – BLUEPRINT 2027 – NEW

As the Metropolitan Planning Organization (MPO), SACOG is required by federal and state laws to update and maintain the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The plan is a key component of keeping the region eligible and competitive for transportation funding and investment. SACOG's 2025 Blueprint is the current MTP/SCS. The 2027 technical update for the 2025 Blueprint intends to make necessary changes to bring plan assumptions in line with updated conditions.

The activities align with the Federal Metropolitan Planning requirements, Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This element is funded, in part, by SACOG's share of FY 2026-2027 SB1 Sustainable Communities Formula funds.

This work will be performed by SACOG staff with some consultant support.

Tasks:

1. Program Management
 - Consultant contract management and monthly invoices. (Ongoing)
 - Develop and monitor budget and facilitate project meetings. (Ongoing)
2. External Relations
 - Public and Partner Engagement and Board Engagement. (Ongoing)
3. Communications
 - Outreach materials and website content. (Ongoing)
4. Data Collection & Analysis
 - Data collection and analysis for growth projection, land use and employment. (Ongoing)
 - Transportation Project List. (Ongoing)
 - Web tools and mapping. (Ongoing)
5. Plan Development
 - Revenue Forecast. (Ongoing)
 - 2027 Blueprint Plan Development. (Ongoing)
 - Environmental compliance. (Ongoing)
6. Program Implementation

- Federal and state submittals. (As needed)

Final Products:

1. Program Management
 - Project budget and meetings. (Ongoing)
2. External Relations
 - Engagement materials and staff reports. (Ongoing)
3. Communications
 - Outreach materials and website content. (Ongoing)
4. Data Collection & Analysis
 - Data products, analysis, mapping, and transportation list. (Ongoing)
5. Plan Development
 - Draft and final 2027 Blueprint plan documents. (Ongoing)
6. Program Implementation
 - Draft materials for Federal and state submittals. (As needed)

FY 2026-2027 SB1 SUSTAINABLE COMMUNITIES FORMULA FUNDS:

Tasks:

1. Program Management
 - Consultant contract management and monthly invoices. (Ongoing)
 - Develop and monitor budget and facilitate project meetings. (Ongoing)
2. External Relations
 - Public and Partner Engagement and Board Engagement. (Ongoing)
3. Communications
 - Outreach materials and website content. (Ongoing)
4. Data Collection & Analysis
 - Data collection and analysis for growth projection, land use and employment. (Ongoing)
 - Transportation Project List. (Ongoing)
 - Web tools and mapping. (Ongoing)
5. Plan Development
 - Revenue Forecast. (Ongoing)
 - 2027 Blueprint Plan Development. (Ongoing)
 - Environmental compliance. (Ongoing)
6. Program Implementation
 - Federal and state submittals. (As needed)

Final Products:

1. Program Management
 - Project budget and meetings. (Ongoing)
2. External Relations
 - Engagement materials and staff reports. (Ongoing)
3. Communications
 - Outreach materials and website content. (Ongoing)
4. Data Collection & Analysis
 - Data products, analysis, mapping, and transportation list. (Ongoing)
5. Plan Development
 - Draft and final 2027 Blueprint plan documents. (Ongoing)

6. Program Implementation

- Draft materials for Federal and state submittals. (As needed)

Total Expenses	\$ 1,255,985.70
Salaries and Benefits	776,888.45
Consultant Costs	140,000.00
Legal Costs	20,000.00
Other Costs	319,097.25

Total Revenues	\$ 1,255,985.70
FHWA PL FORMULA	331,214.43
RMRA SB1-FORMULA 2026-27	818,700.00
TDA Local	106,071.26

Toll Credits	\$ 50,156.67
<i>FTA PL Toll credit Match</i>	<i>50,156.67</i>

SAC130 – BLUEPRINT 2031 - *NEW*

As the Metropolitan Planning Organization (MPO), SACOG is required by federal and state laws to update and maintain the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The plan is a key component of keeping the region eligible and competitive for transportation funding and investment. SACOG's 2031 Blueprint is the next major update of the MTP/SCS. The plan lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents.

The activities align with the Federal Metropolitan Planning requirements, Sustainable Communities Grant Specific Objectives, SACOG's MTP/SCS, and the State's greenhouse gas reduction goals.

This work will be performed by staff with some consultant support.

Tasks:

1. Program Management
 - Consultant contract management and monthly invoices. (Ongoing)
 - Develop and monitor budget and facilitate project meetings. (Ongoing)
2. External Relations
 - Public and Partner Engagement and Board Engagement. (Ongoing)
3. Communications
 - Outreach materials and website content. (Ongoing)
4. Data Collection & Analysis
 - Data collection and analysis for growth projection, land use and employment. (Ongoing)
 - Transportation Project List. (Ongoing)
 - Web tools and mapping. (Ongoing)

5. Plan Development
 - Revenue Forecast. (Ongoing)
 - Studies. (Ongoing)

Final Products:

1. Program Management
 - Project budget and meetings. (Ongoing)
2. External Relations
 - Engagement materials and staff reports. (Ongoing)
3. Communications
 - Outreach materials and website content. (Ongoing)
4. Data Collection & Analysis
 - Data products, analysis, mapping, and transportation list. (Ongoing)
5. Plan Development
 - Studies. (Ongoing)

Total Expenses	\$ 648,093.51
Salaries and Benefits	355,830.20
Consultant Costs	150,000.00
Legal Costs	5,000.00
Other Costs	137,263.31

Total Revenues	\$ 648,093.51
FHWA PL FORMULA	648,093.51

Toll Credits	\$ 74,336.33
<i>FTA PL Toll credit Match</i>	<i>74,336.33</i>

P120 - AIRPORT LAND USE COMMISSION (ALUC)

Objective

SACOG is the designated Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba counties and is responsible for developing and maintaining Airport Land Use Compatibility Plans (ALUCPs) for the areas around each airport. SACOG works with each city and county to review consistency between the ALUCPs and local land use decisions.

Work Elements

SAC122 - AIRPORT LAND USE COMMISSION - GENERAL

SACOG is the designated Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba counties and is responsible for developing and maintaining Airport Land Use Compatibility Plans (ALUCPs) for the areas around each airport. SACOG works with each city and county to review consistency between the ALUCPs and

local land use decisions.

The activities performed by SACOG are the direct result of state requirements through the State Aeronautics Act.

This work will be led by SACOG staff with on-call consultant technical support.

Tasks:

1. Program Management
 - Consultant contract management and monthly invoices. (Ongoing)
2. Technical Assistance
 - Review of proposed development projects and planning documents around airports for consistency with ALUCPs. (As needed)
 - Respond to meeting requests for ALUC coordination, information, and inquiries. (As needed)

Final Products:

1. Program Management
 - Project budget and invoices. (Ongoing)
2. Technical Assistance
 - Review of proposed development projects in local agencies near public airports. (As needed)

Previous Work Completed:

1. Program Management
 - Consultant management. (June 2026)
2. Technical Assistance
 - Conducted ALUC compatibility reviews for local agencies. (June 2026)

Total Expenses	\$ 85,497.99
Salaries and Benefits	40,105.51
Consultant Costs	30,000.00
Other Costs	15,392.48

Total Revenues	\$ 85,497.99
TDA Local	85,497.99

P200 - STRATEGIC CORRIDOR PLANNING PROGRAM

Objective

SACOG's Strategic Corridors Program includes planning, technical assistance, policy, and interagency partnership work to improve multimodal travel on the region's key corridors. The program's portfolio includes SACOG's work on tolling and roadway pricing, Intelligent Transportation Systems (ITS), corridor plans, and the

CVR-SAFE traveler aid program. The program delivers on SACOG's strategic priorities of building and maintaining a safe, equitable, and resilient transportation system; and modernizing the way we pay for transportation infrastructure.

Work Elements

SAC142 – MULTIMODAL CORRIDOR PLANNING – NEW

Planning, analysis, program implementation, and technical assistance to improve multimodal travel reliability on the region's key corridors. Includes work on corridor plans and technical assistance to support the delivery of critical improvements to these corridors.

This program helps the region meet state and federal requirements for reduced congestion, increased freight throughput, improved travel time reliability, and better multimodal travel options. The program is critical to the implementation of the transportation network outlined in the Blueprint (RTP/MTP/SCS)

This work will be performed by SACOG staff and consultants.

Tasks:

1. Program Management
 - Monthly meetings with management, and board and committee presentations. (Ongoing, June 2027)
 - Annual budget and workplan development. (December 2026)
 - Grant application for SR 65 corridor plan. (December 2026)
2. External Relations
 - Engagement with California Transportation Commission and RTPA working group. (June 2027)
3. Communications
 - Engagement with California Transportation Commission and RTPA working group. (June 2027)
4. Technical Assistance
 - Technical assistance on the development of regionally significant projects. (As needed)
 - Participation in project development team meetings. (Ongoing)
5. Program Implementation
 - Grant application for SR 65 corridor plan. (December 2026)

Final Products:

1. Program Management
 - Materials for management meetings. (Monthly, June 2027)
 - Annual budget and workplan. (December 2026)
2. External Relations
 - CTC engagement materials for meetings in Sacramento. (January 2027, June 2027)
3. Communications
 - CTC engagement materials for meetings in Sacramento. (January 2027, June 2027)
4. Technical Assistance
 - Meeting notes from project development team meetings. (Quarterly, June 2027)

Total Expenses	\$ 351,579.00
Salaries and Benefits	254,067.85
Other Costs	97,511.15

Total Revenues	\$ 351,579.00
TDA Local	351,579.00

SAC145 - REGIONAL TOLLING AND PRICING

Efforts to implement managed lanes in the region and advance mileage-based pricing both as a replacement of the gas tax and as a means to reduce congestion. Includes supporting the development of managed lanes projects, tracking statewide changes in managed lanes policy, track the statewide Road Use Charge efforts, and continue interregional collaboration on pricing pilots.

Consistent with state and federal requirements to reduce congestion and state and federal efforts to explore replacements for the gas tax. Implements all pricing policies outlined in the Blueprint (RTP/MTP/SCS)

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Management meetings, board and committee meetings. (As needed)
 - Annual project budget development and workplan. (Ongoing)
2. Data Collection & Analysis
 - Analysis of managed lanes projects, including reviewing milestone traffic deliverables for consistency with the Blueprint and SACOG policy. (Ongoing)
3. Technical Assistance
 - Participation in project development team meetings for managed lanes projects. (Quarterly)
 - Engagement with CARTA board and staff for SACOG as a member agency. (As needed)
 - Support funding applications, tolling authority applications, and other major policy issues for managed lanes projects. (As needed)
 - Tracking statewide Road Use Charge meetings and deliverables. (As needed)
 - Coordinating with other regions on regional road charge/mileage-based fee pilots and policies. (As needed)

Final Products:

1. Program Management
 - Meeting materials. (As needed)
2. Data Collection & Analysis
 - Analysis and comments on draft deliverables from members/partner agencies. (As needed)
3. Technical Assistance
 - PDT meeting materials. (June 2027)

- Grant applications, AB 194 applications. (As needed)
- 4. Program Implementation
 - Meeting notes from statewide Road Charge Task force. (As needed)

Previous Work Completed:

1. Program Management
 - Administering CARTA, including overseeing consultant work and preparing for board meetings. (June 2026)
 - Implementing the Blueprint's tolling network, through technical assistance on toll project development and coordination on regional and corridor plans. (June 2026)

Total Expenses	\$ 361,741.94
Salaries and Benefits	261,412.08
Other Costs	100,329.86

Total Revenues	\$ 361,741.94
CARTA Local Funds	361,741.94

SAC237 - DEL PASO MULTIMODAL TRANSPORTATION NETWORK AND LAND USE COMPATIBILITY ACTION PLAN

This project will build on the Valley Rail Project and the region's Green Means Go Program to integrate the future rail network and stations within the Del Paso neighborhood and enhance multimodal connectivity between the proposed Valley Rail “Old North Sacramento Station” and two existing Sacramento Regional Transit District (SacRT) light rail stations for Globe Avenue and Arden/Del Paso. The project area lacks cohesion between land use and infrastructure and requires planning and investments that will be prioritized to encourage revitalization supportive of the development of the Old North Sacramento Station. Infrastructure and programmatic recommendations will be developed to improve access, safety, and advance transit supportive land uses, including joint-development at the Old North Sacramento station and transit-oriented developments. In accordance with the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure, and other design and policy principles, the San Joaquin Regional Rail Commission and its in-kind contributing partners, including the City of Sacramento, SacRT, and San Joaquin Joint Powers Authority will plan the development of a safe and vibrant community that encourages infill growth, reduces vehicle ownership reliance, and encourages walking and biking between local and regional transit services.

This work element is funded in part by the Caltrans Transportation Planning Grant—Strategic Partnerships (FTA 5304).

This work will be performed by a sub-recipient in coordination with SACOG staff.

Tasks:

1. Program Management
 - Task 01: Project Administration. (June 2027)
2. Plan Development

- Task 1: Existing Conditions. (June 2027)
- Task 3: Equity & Displacement Analysis. (June 2027)
- Task 4: Alternatives Analysis. (June 2027)
- Task 5: Project Strategy & Action Plan. (June 2027)
- Task 6: Summary Report. (June 2027)

Final Products:

1. Program Management
 - Task 01: Project Administration. (June 2027)
2. Plan Development
 - Task 1: Existing Conditions Report. (June 2027)
 - Task 3: Equity & Displacement Analysis. (June 2027)
 - Task 4: Alternatives Analysis. (June 2027)
 - Task 5: Project Strategy & Action Plan. (June 2027)
 - Task 6: Summary Report. (June 2027)

Previous Work Completed:

1. Program Management
 - Task 02: Consultant Procurement. (March 2025)

Total Expenses	\$	340,000.00
Other Costs		40,000.00
Pass-Through Costs		300,000.00

Total Revenues	\$	340,000.00
FTA 5304 CARRYOVER		300,000.00
Third Party Cash Match & In-kind		40,000.00

Deferred Revenues	\$	70,807.16
FHWA SPR CARRYOVER		70,807.16

SAC240 – CARTA REGIONAL TOLL EQUITY STUDY

Consistent with local and statewide plans, the Sacramento Region (Sacramento, Yolo, Placer, El Dorado, Yuba, and Sutter counties) is developing our first toll lanes to reduce greenhouse gas emissions, improve transit reliability, and manage freeway congestion in our growing region. To deliver an equitable toll lane system, the Sacramento Region needs to evaluate the impact of toll lanes on low-income, disadvantaged, and other equity-priority communities; reduce disparities in benefits and burdens for those communities; and enhance transportation access for all users. The CARTA Regional Toll Equity Study (Study) will fill this gap by reviewing toll equity best-practices, analyzing how toll lanes will impact travel for equity-priority communities, and providing a clear and actionable roadmap to deliver an equitable toll lane network in the Sacramento Region. The Study will be led by the Capital Area Regional Tolling Authority (CARTA), a joint power authority between SACOG, Caltrans District 3, and Yolo Transportation District.

This work element is funded in part by the Caltrans Transportation Planning Grant - Strategic Partnerships (FHWA SPR Part I).

This work will be performed primarily by Consultant and SACOG Staff.

Tasks:

1. Program Management
 - Grant Task 01 - Project Administration. (June 2027)
2. External Relations
 - Grant Task 1 - Community Engagement, Partner Coordination, and Public Education. (June 2027)
3. Data Collection & Analysis
 - Grant Task 2 - Precedent Review and Equity-Priority Communities Definition. (July 2026)
 - Grant Task 3 - Equity Priority Traveler Analysis. (December 2026)
4. Plan Development
 - Grant Task 4 - Regional Toll Equity Framework and Implementation Strategy. (March 2027)
 - Grant Task 5 - Draft and Final Regional Toll Equity Study (Future)

Final Products:

1. Program Management
 - Grant Task 01 - Project Administration. (June 2027)
2. External Relations
 - Grant Task 1 - Community Engagement, Partner Coordination, and Public Education. (June 2027)
3. Data Collection & Analysis
 - Grant Task 2 - Precedent Review and Equity-Priority Communities Definition. (July 2026)
 - Grant Task 3 - Equity Priority Traveler Analysis. (December 2026)
4. Plan Development
 - Grant Task 4 - Regional Toll Equity Framework and Implementation Strategy. (March 2027)
 - Grant Task 5 - Draft and Final Regional Toll Equity Study. (Future)

Previous Work Completed:

1. Program Management
 - Grant Task 02 - Consultant Procurement. (April 2026)

Total Expenses	\$ 523,355.63
Salaries and Benefits	7,393.14
Other Costs	105,962.48
Pass-Through Costs	410,000.00

Total Revenues	\$ 523,355.63
FHWA SPR CARRYOVER	369,593.74
Third Party Cash Match & In-kind	153,761.88

Deferred Revenues	\$ 29,443.14
Third Party Cash Match & In-kind	29,443.14

SAF100 – CAPITOL VALLEY REGIONAL SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

This element is used to account for SACOG's activities for implementing, operating, and maintaining the motorist aid services within the counties of El Dorado, Sacramento, San Joaquin, Sutter, Yolo, and Yuba. SACOG is reimbursed for these costs from the Capitol Valley SAFE Special Revenue Fund. SACOG staff will continue to work with partner counties on implementation of the CVR- SAFE Strategic Plan.

This element is funded by local vehicle registration fees from the CVR-SAFE member counties. This program fulfills the motorist aid requirements of the California State SAFE legislation.

Work will be performed by CVR-SAFE Program Manager and other SACOG staff.

Tasks:

1. Program Management
 - Work with vendors to support the maintenance and operation of the remaining call box system. (As needed)
 - Monitor ongoing call box operations for the six-county call box area. (Monthly)
 - Review consultant reports regarding call box usage and frequency of activity. (Monthly)
 - Provide CVR-SAFE Committee and board with project/budget updates and amendments. (As needed)
 - Process all vendor invoices for payment. (As needed)
 - Monitor and maintain 511 Traveler Information Systems (app, web, and telephone based). (As needed)
 - Monitor Freeway Service Patrol activities. (As needed)
 - Identify next steps in implementing CVR-SAFE Strategic Plan. (As needed)
 - CVR-SAFE FY 26-27 draft and final budget. (Annually)
2. Data Collection & Analysis
 - Big Data (Ongoing)
3. Program Implementation
 - Call Box Removal Project (December 2026)

Final Products:

1. Program Management
 - CVR-SAFE FY 26-27 draft and final budget. (Annually)
2. Program Implementation
 - Call Box Removal Project. (December 2026)

Previous Work Completed:

1. Program Management
 - Draft FY 2025-26 annual budget. (May 2025)
 - Final FY 2025-26 annual budget. (June 2025)

Total Expenses	\$ 2,798,533.42
Salaries and Benefits	170,868.98
Consultant Costs	38,000.00
Legal Costs	4,000.00
Other Costs	959,704.45
Pass-Through Costs	1,625,960.00

Total Revenues	\$ 2,798,533.42
CAPITOL VALLEY SAFE	2,031,187.71
GLENN COUNTY SAFE	20,645.00
USE OF SAFE FUND BALANCE	671,700.71
INTEREST INCOME - SAFE	75,000.00

SAF300 – REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS)

This element is used to account for SACOG services for regional coordination of Intelligent Transportation Systems (ITS) planning and operations. To best capture new funding opportunities and leverage developing transportation technologies, SACOG staff will work to better engage the ITS regional partners to incorporate transit, mobility hubs and innovative mobility solutions into Regional ITS priorities.

These activities implement FHWA Rule 940 to develop a regional ITS architecture and ensure that all ITS projects developed use a system engineering analysis.

This work will be performed by SACOG staff and consultants.

Tasks:

1. Program Management
 - Work with vendors to support the launch of new (and transition of existing) 511 Traveler Information System services. (One-time)
 - Review consultant reports regarding 511 IVR call usage, frequency, and transfer services. (Monthly)
 - Monitor and maintain 511 Traveler Information Systems. (As needed)
 - Provide CVR-SAFE Committee and board with project/budget updates and amendments. (As needed)
 - Process all vendor invoices for payment. (As needed)
 - Convene the ITS Regional Partnership to solicit input regional ITS plans and projects, including 511. (As needed)
 - Identify next steps in updating Smart Region/Regional ITS Master Plan(s). (As needed)

Final Products:

1. Program Management
 - Launch new regional 511 Traveler Information System. (One-time)

Previous Work Completed:

1. Program Management
 - Executed new 511 system contract. (November 2025)
 - Held ITS Partnership and related project coordination meetings. (July 2025)

Total Expenses	\$ 752,845.81
Salaries and Benefits	319,298.99
Consultant Costs	211,000.00
Other Costs	222,546.83

Total Revenues	\$ 752,845.81
CAPITOL VALLEY SAFE	752,845.81

P210 - SUSTAINABLE MOBILITY PROGRAM

Objective

SACOG's Sustainable Mobility Program works to improve residents' mobility, access to opportunities, and quality of life through affordable, convenient, and accessible transportation options. The program promotes sustainable mode choices (carpooling, vanpooling, public transit, bicycling, walking, shared mobility, and telecommuting) for all types of trips and supports education, outreach, and planning efforts that support those modes. It also facilitates access to these modes by supporting the implementation and testing of new mobility options / technology to address the region's barriers to mobility.

The Sustainable Mobility Program deploys strategies around shared mobility, traveler information and transportation technology, proven transportation demand management, and policy to reduce air emissions, provide congestion relief, and increase mobility and safety for residents and commuters. The program supports SACOG's strategic priorities of building vibrant and inclusive places, fostering the next generation of mobility options, and building and maintaining a safe, equitable, and resilient transportation system.

Work Elements

SAC133 – SUSTAINABLE MOBILITY

SACOG's Sustainable Mobility Program works to improve residents' mobility, access to opportunities, and quality of life through affordable, convenient, and accessible transportation options. The program promotes sustainable mode choices (carpooling, vanpooling, public transit, bicycling, walking, shared mobility, and telecommuting) for all types of trips and supports education, outreach, and planning efforts that support those modes. This program works to reduce air emissions, provide congestion relief, and increase mobility and safety for residents and commuters. The Sustainable Mobility Program supports SACOG's strategic priorities of building vibrant and inclusive places, fostering the next generation of mobility options, and building and maintaining a safe, equitable, and resilient transportation system.

SACOG facilitates ride matching for carpools and vanpools, provides alternative mode information through the 511 telephone number, conducts public outreach and educational campaigns with various outreach partners (transportation management agencies/organizations and public agencies), and develops competitive grants and/or programming for local jurisdictions to pilot projects, tools, programs, and incentives that reduce emissions and/or vehicle miles traveled.

This work will be performed by SACOG staff, local jurisdictions, outreach partners, and consultants when needed. This program uses federal RSTP and CMAQ funding.

Tasks:

1. Program Management
 - Contract and subrecipient agreement monitoring and reporting. (Ongoing)
2. External Relations
 - Convene transportation implementers and share information about best practices in demand management and sustainable mobility. (As needed)
3. Communications
 - Document successes and challenges with programs and projects implemented via articles. (Ongoing)
 - Update website with information about regional tools and programs. (Ongoing)
4. Data Collection & Analysis
 - Analyze use of regional tools, e.g., regional TDM platform NorCalGO.org. (Annually)
5. Technical Assistance
 - Promote and manage NorCal GO website. (Ongoing)
 - Coordinate with partners to develop and implement local TDM programs to promote, encourage and incentivize car trip reduction, using regional tools and data when appropriate. (Ongoing)
 - Support local implementation of sustainable mobility programs and projects. (As needed, at request of agencies)
 - Support implementation of transportation technology to decrease barriers to sustainable transportation. (As needed)
6. Program Implementation
 - Promote and manage vanpool subsidy program. (Ongoing)
7. Program Evaluation
 - Measure performance for all sustainable mobility projects. (Annually)

Final Products:

1. Program Management
 - Quarterly Status Reports. (June 2027)
2. External Relations
 - Regional convenings for sustainable mobility forums. (Fall 2026; Spring 2027)
3. Communications
 - Articles describing regional Sustainable Mobility successes. (June 2027)
 - Up-to-date website. (June 2027)
4. Technical Assistance

- May is Bike Month campaign final report. (June 2027)
- 5. Program Evaluation
 - Performance Measurement Reports. (As needed)

Previous Work Completed:

1. Program Management
 - Quarterly Status Reports. (June 2026)
2. External Relations
 - NorCal GO Forum. (October 2025)
3. Data Collection & Analysis
 - Regional TDM platform use evaluation. (October 2025)
4. Technical Assistance
 - 2026 May Is Bike Month Campaign. (June 2026)
5. Program Evaluation
 - Final reports from the 2023 Mode Shift Funding Program. (June 2026)

Total Expenses	\$ 635,549.08
Salaries and Benefits	308,028.04
Consultant Costs	193,000.00
Legal Costs	15,000.00
Other Costs	119,521.04

Total Revenues	\$ 635,549.08
RSTP (098)- Federal	635,549.08

Deferred Revenues	\$ 73,636.09
RSTP (098)- Federal	73,636.09

SAC213 - REGIONAL BIKE SHARE PILOT PROJECT

SACOG managed a bike share contract with JUMP / Lime on behalf of the cities of Sacramento, West Sacramento, and Davis from 2018 through 2023. The pilot Transportation Demand Management (TDM) program included managing the purchase and installation of bike parking to launch the bike share system and planning for a system expansion. The pilot program tasks were completed using CMAQ funds; CMAQ funding does not cover any operations costs of the bike share system. The pilot program concluded in early 2024.

Staff is continuing to support regional bike share through the management of a shared micromobility (e-bikes / e-scooters) data dashboard, development of outreach materials and resources, and planning for future iterations of shared micromobility systems. Staff are leading a regional planning effort to analyze the pilot program and identify opportunities for future partnerships. This program reduces vehicle trips by offering and encouraging shared micromobility in the region, which reduces traffic congestion and improves air quality.

This work is performed by SACOG staff and consultants.

Tasks:

1. Program Management
 - Quarterly reporting. (Quarterly)
2. Technical Assistance
 - Ongoing technical support to member agencies with shared micromobility operations. (Ongoing)
 - Support local integration of shared micromobility systems with land uses and transportation networks. (Ongoing)
 - Maintain data dashboard for shared micromobility use in the region. (Ongoing)

Final Products:

1. Program Management
 - Quarterly reporting. (Quarterly)
2. Technical Assistance
 - Data Dashboard of shared micromobility in the region. (June 2027)

Previous Work Completed:

1. Program Management
 - Quarterly reports. (June 2026)
2. Technical Assistance
 - Data Dashboard. (Ongoing)

Total Expenses	\$ 57,584.33
Salaries and Benefits	30,050.84
Other Costs	27,533.50

Total Revenues	\$ 57,584.33
FHWA CMAQ FY22-23	57,584.33

Deferred Revenues	\$ 296,861.24
FHWA CMAQ FY22-23	296,861.24

P220 - MOBILITY ZONES PROGRAM

Objective

The Mobility Zones Program works to advance clean, shared, and active transportation projects in our region with a focus on community co-creation and collaboration with community-based organizations. The program includes an initial RAISE-funded project to prioritize and implement projects within 10 geographic areas called "Mobility Zones". Future projects within the program include technical assistance and funding programs to support cities in counties in doing collaborative and innovative engagement in their transportation plans and projects. The program aligns with federal priorities and emphasis areas around safety, connectivity, and public involvement.

Work Elements

SAC233 - MOBILITY ZONES (RAISE GRANT)

The project, which was awarded Federal RAISE planning grant funds in 2022 in the amount of \$5 million, will engage residents across the 6-county region in the co-creation of clean, shared, and active transportation infrastructure projects that address barriers to equitable mobility and reduce carbon emissions in locally designated "Mobility Zones". SACOG will establish a model for equity-centered, community co-created infrastructure project development that reinvents how regional transportation projects are prioritized for state and federal investment. Informed by robust community engagement, local jurisdictions will nominate and adopt "Mobility Zones"—key areas where investment in infrastructure is needed to address barriers to safety, fill gaps in connectivity, and reduce the carbon footprint of the transportation system. SACOG will engage Civic Thread, a community-based organization, to develop and lead the co-creation process, while a consultant will complete the technical planning aspects of the study. SACOG will act as the manager of the program/project and will be an active participant in all aspects of the study. The planning process for designating and adopting Mobility Zones and prioritizing projects will:

- Prioritize zones that include Areas of Persistent Poverty, Historically Disadvantaged Communities, and environmentally burdened communities, and projects that serve Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, that have been historically disenfranchised and excluded, low-income residents, individuals with disabilities, and jobseekers.
- Value both hard data and lived experience as directly expressed by community members.
- Elevate anti-displacement as a key factor for consideration in transportation planning.
- Broaden safety as a factor to encompass health outcomes resulting from air quality, environmental justice, racism and racist systems, physical activity levels, heat island/temperature, and healthcare access.
- Set a high standard for projects that promote real mode shift and emission reduction.

Building upon its robust set of regional plans (land use; housing; rural opportunity; climate adaptation; economic recovery; transit network; bike, pedestrian, and trails) and in preparation for increased federal infrastructure investment in coming years, SACOG will work with a planning team and community members to develop and prioritize early action projects across clean, shared, and active mobility layers including: high capacity transit, micro-transit, clean car share, clean transit, active transportation, micro-mobility, clean truck and freight, and mobility hubs. The project overall will aid in the region meeting the region's target for GHG reduction, complement the Green Means Go program, assist in development of projects in the 2025 Blueprint, and ensure federal and state equity goals are considered and met.

To maximize the potential of new mobility options spreading across the region, this element will identify how to allow individuals to access a variety of modes in a single place to serve local and commute trips, first/last mile connections, and large shopping trips. It will support this outcome in the region by developing a mobility hub strategy focused on mobility hub location, design, and features for different types of stations in urban, rural and suburban contexts; apply design solutions that prioritize people over private vehicles, such as generous and attractive pedestrian spaces and high-quality connections on major pedestrian movement desire lines, and apply lessons learned from pilot mobility hub concepts within and outside the region.

This work will be performed by consultants and SACOG staff.

Tasks:

1. Program Management

2. Mobility Zones Task 1: Project Management. (June 2027)Program Implementation
Mobility Zones Task 6: Advance Priority Projects. (October 2026)

Final Products:

1. Program Management
Mobility Zones Task 1: Project Management. (June 2027)
2. Program Implementation
Mobility Zones Task 6: Advance Priority Projects. (October 2026)

Previous Work Completed:

1. External Relations
Mobility Zones Task 2: Community Engagement (June 2026)
2. Plan Development
Mobility Zones Task 3: Goal Setting and Criteria Development. (August 2024)
Mobility Zones Task 4: Zone Establishment and Conditions Scan. (October 2025)
3. Program Implementation
Mobility Zones Task 5: Project Prioritization. (March 2026)

Total Expenses	\$ 688,308.28
Salaries and Benefits	236,730.88
Consultant Costs	360,720.18
Other Costs	90,857.22

Total Revenues	\$ 688,308.28
FTA RAISE GRANT	546,310.28
SACOG MANAGED FUND	141,998.00

Deferred Revenues	\$ 3,095,743.81
FTA RAISE GRANT	1,039,525.10
CARBON REDUCTION PROGRAM (CRP)	1,785,791.00
SACOG MANAGED FUND	270,427.71

P230 - ACTIVE MODES PROGRAM

Objective

The Active Modes Program exists to provide technical assistance, training, and resources to local agencies, so they are successful in implementing transformative bicycle and pedestrian projects. This Program is meant to contain all SACOG's active transportation related resources and activities such as bicycle and pedestrian/regional trail implementation technical assistance, the regional counter loan program, and general active transportation support, resources, and tools. This Program seeks to expand regional technical expertise regarding active transportation and ultimately improve our partner's grant application and implementation abilities. This Program also aims to improve knowledge of complete streets, the safe system approach, and designing context-sensitive infrastructure that improves safety for vulnerable roadway users. This Program will:

- Support jurisdictions with capacity building/workshops on important and timely active transportation topics, like safety planning/design, improving grant storytelling, quick-builds, demonstration projects, community engagement, and more.
- Directly address needs identified in the Regional ATP (and noted from prior cycles), like strengthening grant application writing, designing safer systems, using data to improve storytelling, and preparing for projects well in advance.
- Implement the triple bottom line, advance goals of the Blueprint and implement strategic priorities.
- Address a need identified by the Trail Working Group by providing peer-learning opportunities for things like funding, shared implementation challenges, and similar project types.
- Provide overall support and a thought partner to agencies and tribal governments as they seek active transportation and trail funding.

Work Elements

SAC109 – ACTIVE MODES

SACOG is a forum for bicycle and pedestrian planning activities throughout the region to further the implementation of complete streets using context-sensitive designs and encourage the routine inclusion of bicycle and pedestrian projects with other transportation projects. Staff will be available to local jurisdictions and partner organizations to collaborate on bicycle and pedestrian planning and education efforts.

Staff will support active transportation planning efforts by reviewing local Pedestrian Transportation and Bicycle Transportation/Master Plans; serving on Technical Advisory Committees and consultant selection committees for bicycle and pedestrian plans and projects; coordinating regional educational activities and information-sharing opportunities to discuss new developments and best practices in active transportation design and implementation; and participating in statewide efforts to expand or enhance the state of bicycle and pedestrian design. As needed, staff also serve as a coordinating role for multi-jurisdictional planning efforts and projects.

Staff manages a regional equipment loan program "Every Roll and Step Counts" of active transportation counting equipment to increase the volume of high-quality bike and walk counts. Partner agencies enter into a Master Agreement with SACOG that identifies the terms and responsibilities for borrowing, using, and returning equipment. The equipment was procured using an RFP in 2019. Since the project was funded using RSTP (via a grant through a SACOG bike/ped funding program), the RFP was conducted to meet federal funding requirements.

The project and deliverables support increasing safe biking and walking for transportation purposes in the region.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Develop and monitor budget. (As needed)
 - Supervising interns and staff supporting program. (As needed)
 - Quarterly reporting for OWP. (Quarterly)
2. Communications
 - Send active modes newsletter to partners to update on funding, technical assistance efforts, and upcoming events. (As needed)

- Update website. (As needed)
- 3. Data Collection & Analysis
 - Support local agencies with data requests, maps, or items that support grant applications. (As needed)
 - Local agency communications for maintaining updated regional GIS layer of on-street and off-street bikeways. (As needed)
- 4. Technical Assistance
 - Provide technical assistance on grant applications that support the reduction of vehicle travel by increasing bicyclist and pedestrian travel options. (Tied to competitive grant program schedules)
 - Service on technical advisory and consultant selection committees to identify and plan policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure. (Tied to Jurisdiction schedule)
 - Provide active transportation expertise in support of bicycle and pedestrian plans and projects at the local, regional, and state level to ensure compatibility with statewide and regional transportation needs and goals. (Tied to Jurisdiction schedule)
 - Support "Every Roll and Step Counts" equipment loan program (loaning temporary counting equipment to cities, counties, other planning partners; maintaining counts database; sharing information). (Monthly)
 - Host webinars/workshops/regional information-sharing activities that support the reduction of vehicle travel by increasing bicyclist and pedestrian travel options and advancing active transportation planning efforts. (Bi-annually)
- 5. Program Evaluation
 - Develop an evaluation report that includes number of agencies served, types of services delivered, types of resources developed, webinars/workshops held, lessons learned, and other relevant information. (June 2027)
- 6. Complete Streets (CS)
 - Tasks similar to the above work, but specific to Complete Streets.

Final Products:

1. Program Management
 - OWP reports. (June 2027)
2. Communications
 - Newsletters. (up to 4 per year; June 2027)
3. Data Collection & Analysis
 - Data support, maps, and fulfilling data requests. (As needed)
 - Maintained SACOG bike and pedestrian facility maps. (As needed)
4. Technical Assistance
 - Technical assistance programs in support of grants. (As needed)
 - Membership of local, interregional, and state Technical Advisory Committees and other committees. (As needed)
 - Meetings, trainings, and/or webinars/workshops, based on suggestions/identified needs from jurisdictions and other planning partners. (Bi-annually, June 2027)
 - Ongoing support of counter loan program. (June 2027)
 - Workshops/webinars. (June 2027)
5. Program Evaluation
 - Brief evaluation report. (June 2027)

Previous Work Completed:

1. Program Management
 - OWP reports. (June 2026)
2. Communications
 - Newsletters. (June 2026)

Total Expenses	\$ 318,810.88
Salaries and Benefits	202,473.34
Consultant Costs	27,000.00
Other Costs	89,337.54

Total Revenues	\$ 318,810.88
FHWA PL - COMPLETE STREETS	102,829.00
CARBON REDUCTION PROGRAM (CRP)	215,981.88

SAC235 – REGIONAL TRAIL IMPLEMENTATION

This project develops and supports the Regional Trail Network implementation strategy that focuses on program development and management to advance the region's six-county trail network. The implementation strategy addresses potential paths for funding, ideal governance and oversight structure, and other elements to assist in accelerating the development and construction of the trail network. This project aligns with federal and state requirements by supporting the development of a connected regional trail network that achieves trail network goals of transportation safety, health, environmental justice, economic vitality, all ages and abilities, and recreation.

This work will continue the technical assistance work built through the Regional Trail Network Strategy and support jurisdictions as they implement trail projects.

This work will be completed by SACOG staff and a consultant.

Tasks:

1. Program Management
 - OWP Quarterly Reports. (Quarterly)
 - Management of consultant contracts (invoicing, project management meetings, consultant selection, etc.). (As needed)
2. External Relations
 - Continuance of trail working group. (As needed)
3. Data Collection & Analysis
 - Updates to the regional trail network. (As needed)
4. Technical Assistance
 - Staff providing technical assistance to project implementers. (As needed)

Final Products:

1. Program Management
 - OWP Reports. (Quarterly)
 - Management of consultant contracts. (As needed)
2. External Relations
 - Working group meetings. (As needed)
3. Data Collection & Analysis
 - Updates to GIS layers. (As needed)
4. Technical Assistance
 - Ongoing technical assistance. (As needed)

Previous Work Completed:

1. Program Management
 - Completion of Regional Trail Network Implementation Strategy. (April 2026)

Total Expenses	\$ 336,117.90
Salaries and Benefits	167,016.88
Consultant Costs	100,000.00
Legal Costs	5,000.00
Other Costs	64,101.02

Total Revenues	\$ 336,117.90
CARBON REDUCTION PROGRAM (CRP)	336,117.90

Deferred Revenues	\$ 721,454.73
CARBON REDUCTION PROGRAM (CRP)	721,454.73

P240 - TRANSIT PROGRAM

Objective

The Transit Program encompasses activities and projects required by both federal and state policies to support the region’s transit operators as part of SACOG’s main portfolio of work as the designated Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the six- and four-county Sacramento region, respectively. This includes providing funding, technical assistance, planning support, resources, and training to transit operators to help them succeed in making transit a competitive choice for the region’s travelers.

The Transit Program is aimed at enhancing and envisioning how SACOG can support the region’s transit operators and position SACOG to lead in areas where a regional perspective can be beneficial to both transit operators and riders. The Program is important as the region relies on the success of transit for Blueprint (Metropolitan Transportation Plan/Sustainable Communities Strategy) Implementation and meeting its Triple Bottom Line (Equity, Economy, and Environment) goals.

Work Elements

SAC116 - TRANSIT PLANNING & COORDINATION

SACOG will execute its role in administering FTA and state transit funding programs in the SACOG region, including: coordinating the award of FTA 5307 and 5339 funds in the Sacramento Urbanized Area based on the MOU with Sacramento Regional Transit District; coordinating the award of FTA 5307 and 5339 funds for the Davis, Woodland and Yuba City Urbanized Areas where Caltrans is the designated funding recipient; programming Section 5310 and 5311 funds for this region in coordination with Caltrans; supporting the award and programming of regional funds for transit capital projects; completing administration, monitoring, and reporting for the 5303 funds for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects; and completing administration, monitoring; and National Transit Database (NTD) reporting.

SACOG will provide ongoing grants management support, including review of grant funding applications, and provide letters of concurrence, review and track fund transfers, and track progress in completing projects in the individual grant budgets. SACOG will continue to conduct the programming activities necessary to ensure that projects of the region's transit operators are properly programmed in the SACOG MTIP and MTP/SCS so that operators can file grant applications to obtain the funds necessary to operate, maintain, and carry out the programs of their systems. SACOG will also work with stakeholders to update the Coordinated Human Services Transportation Plan and Title VI Program Report as needed.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Participation in state and federal meetings, webinars, and coordination opportunities. (Monthly)
 - Administer the FTA 5307, 5310, 5311, 5337, and 5339 grants in the SACOG Region. (June 2027)
 - Transit project programming in MTIP and MTP/SCS. (As needed)
 - Complete NTD reporting and provide NTD reporting-related assistance. (October 2026)
 - Finance administration and oversight. (Ongoing)
2. Technical Support
 - SacRT - RT Go static and interactive map updates. (As needed)
3. Program Implementation
 - Update Title VI Program Report. (April 2027)
 - Update Public Transit and Human Services Coordinated Plan. (June 2027)

Final Products:

1. Program Management
 - Administer the FTA 5307, 5310, 5311, 5337, and 5339 grants in the SACOG Region. (June 2027)
 - Transit project programming in MTIP and MTP/SCS. (As needed)
 - NTD reporting. (October 2026)
2. Technical Support
 - SacRT - RT Go static and interactive map updates. (As needed)
3. Program Implementation

- Title VI Program Report. (April 2027)
- Public Transit and Human Services Coordinated Plan. (June 2027)

Previous Work Completed:

1. Program Management
 - Provide transit technical and analytical support to the SACOG Region. (June 2026)
 - Annual FTA fund programming process (5307, 5339, 5310, 5311). (June 2026)
 - NTD Reporting. (October 2025)
 - New Transit MOU. (June 2026)
2. Technical Support
 - SacRT - RT Go static and interactive map updates. (June 2026)

Total Expenses	\$ 520,423.10
Salaries and Benefits	336,337.06
Consultant Costs	50,000.00
Other Costs	129,086.04
Pass-Through Costs	5,000.00

Total Revenues	\$ 520,423.10
TDA Local	504,014.66
4-PARTY AGREEMENT RESERVE	16,408.44

Deferred Revenues	\$ 81,313.17
4-PARTY AGREEMENT RESERVE	81,313.17

SAC132 - TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

As the Regional Transportation Planning Agency (RTPA) for four counties and fifteen cities, SACOG administers the funds made available through the Transportation Development Act. As the administrator of the LTF, STA and SGR funds, SACOG oversees and approves the transfer of the funds to individual agencies.

TDA established two funding sources: the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. In addition, the State of Good Repair (SGR) fund is monitored and regulated under TDA. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction, and maintenance. The STA funding can only be used for transportation planning and public transportation purposes. The SGR funding can only be used for maintenance, rehabilitation of both existing vehicles and transit facilities, and capital projects such purchase of new transit vehicles (no operating costs).

- LTF- Local Transportation Fund (LTF), is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the country based on population. The LTF funds are collected by the State Board of Equalization and returned to the

Counties.

- UNMET TRANSIT NEEDS, key requirement for the allocation of LTF funds to projects of the individual agencies. The Unmet Transit Needs process annually by conducting public hearings throughout the Regional Transportation Planning Agency (RTPA) Region. SACOG will update the Unmet Transit Needs Definitions and Process in an effort to clarify and simplify it.
- STA- State Transit Assistance (STA), funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies on a quarterly basis to SACOG. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.
- SGR- State of Good Repair (SGR), is derived from a portion of vehicle registration fee. The state allocates 50 percent of SGR funds based upon the region's share of population, and 50 percent based upon transit operator revenues for the prior fiscal year as a share of statewide transit operator revenues.
- LTF and STA funds, SACOG oversees and approves the transfer of the funds to individual agencies.

The process involves several steps or tasks which are completed similarly from year to year. These steps involve an apportionment of funds to the agencies for budgeting purposes. Funds are then allocated to the agencies through the TDA claim process. With the allocation, SACOG issues an authorization which allows the Counties and SACOG to make payments to the individual agencies based on the year-to-date funds received from the Board of Equalization or State Controller's Office and a pro rata share.

A key requirement for the allocation of LTF funds to projects of the individual agencies is the Unmet Transit Needs process. SACOG conducts the annual unmet transit needs process by conducting public hearings throughout the RTPA Region. After compiling the public comments regarding transit needs, SACOG and the County Social Service Transportation Advisory Councils review the information and requests to determine whether they are reasonable to meet based on SACOG adopted criteria. Findings and recommendations are then presented to the SACOG's Board for approval. Per Board direction, SACOG reviewed and updated the Unmet Transit Needs Process and Definitions in August 2015.

TRANSIT COORDINATING COMMITTEE (TCC)

SACOG will provide ongoing technical and analytical support for the region's transit operators, as broadly directed by the Transit Coordinating Committee (TCC). The advisory committee activities include planning support, data analysis, digital mapping, surveys, research, and interagency consultations. These activities will involve planning efforts in coordination with road planning and modeling analysis efforts in support of the regional Congestion Management Process. SACOG also provides small transit operators with NTD reporting assistance on annual and monthly financial and non-financial data analysis.

SACOG's TCC will continue to serve as the FTA fund programming committee associated with the SACOG/transit operator MOUs and will prepare the recommended project lists for SACOG Board action in the MTIP and RTIP programming process. Through the TCC, SACOG will continue to improve the integration of financial planning, service coordination, and the development and integration of short-range transit planning with the region's long-range transportation plan.

LOCAL AND REGIONAL RAIL WORKING GROUP

SACOG will also participate in the Central Valley Regional Rail Working Group, a collection of Central Valley jurisdictions working with the California High-Speed Rail Authority to enhance regional rail in the Central Valley corridor between Sacramento and Merced. In addition, SACOG will monitor the work of the California High-

Speed Rail Authority and provide input to the Authority as it proceeds with its plans for implementing a high-speed rail system between northern and southern California. SACOG staff will participate in the planning activities connected with development of the downtown Sacramento Intermodal Project (Sacramento Valley Station). SACOG will also attend San Joaquin Valley Rail Committee meetings, Tahoe to Placer County Rail Committee meetings, and BCAG's North Valley Rail Project Development meetings as time allows. The collaboration with partnering jurisdictions, mega-region agencies, and Caltrans will enhance the rail service. Finally, SACOG will respond to various passenger rail proposals, which are reviewed for potential connectivity to the SACOG region.

To support passenger rail transit planning, SACOG will participate in planning, programming, and operations activities of the Capitol Corridor Joint Powers Authority (CCJPA) through its membership on the Staff Coordinating Group (SCG). The main focus of this participation will be to identify funds and resolve issues related to supporting the current 12 weekday and 11 weekend round trips and to improve travel times, safety, and reliability. In this regard, obtaining additional locomotives and coaches and performing needed upgrades to support Positive Train Control are the highest priority items. The agency will also monitor and participate in the efforts to implement regional rail (i.e., commuter) service between Auburn, Colfax and San Jose.

SACOG is also responsible for providing the necessary annual fiscal audits and the triennial performance audits for all claimants.

This work will be performed by SACOG staff and independent auditors.

Tasks:

1. Program Management

- Review and approve Findings of Apportionment for LTF, STA and SGR funds. (February 2027)
- Approve TDA claims and update related documents and databases. (Monthly)
- Provide for the Annual Fiscal Audits. (March 2027)
- Update Unmet Transit Needs Process and Definitions (August 2026)
- Advertise Notices for Unmet Transit Needs Hearings. (September 2026)
- Hold Unmet Transit Needs Hearings. (November 2026)
- Final Unmet Transit Needs Hearing before SACOG Board. (January 2027)
- Provide Unmet Transit Needs minutes and recommendations based on public hearings and the meetings with the Social Service Transportation Advisory Councils. (February 2027)
- Approve Unmet Transit Needs Findings for each jurisdiction. (February 2027)
- Finance administration and oversight. (Monthly)
- TDA Reporting-State Controller's report. (January 2027)
- TDA-LTF reporting (Quarterly)
- Approve and process claims for STA and SGR funds and projects. (Monthly)
- Complete LTF, STA, and SGR subrecipient agreements, amendments, and purchase order requests. (Monthly)
- Enter LTF, STA and SGR projects into MTIP. (As needed)
- Process close-out reports to Caltrans. (As needed)
- Planning and programming of regional rail projects that support the GHG & multi-modal goals. (As needed)
- Prepare Transit Coordinating Committee (TCC) agendas, materials, and minutes. (As needed)

2. Technical Support
 - Conduct individual training sessions to transit agencies and jurisdictions. (Monthly)
 - Provide support and assistance to transit operators. (As needed)
 - Provide grants management and programming support. (As needed)

Final Products:

1. Program Management
 - Updated Unmet Transit Needs Definitions and Process (August 2026)
 - Provide for the Annual Fiscal Audits. (March 2027)
 - Provide Unmet Transit Needs summary to board. (February 2027)
 - Submit STA and SGR financial reports to Caltrans. (Quarterly)
 - TDA-Reporting-SCO report. (January 2027)
 - Approve, recommend to board, and process claims for STA and SGR funds and projects. (June 2027)
 - Process close-out reports to Caltrans. (June 2027)
2. Data Collection & Analysis
 - Population data for the TDA allocations (As needed)
3. Technical Support
 - Conduct individual training sessions to transit agencies and jurisdictions. (June 2027)
 - FY24-25 financial audits. (March 2026)
 - TDA Triennial Performance Audits. (June 2027)

Previous Work Completed:

1. Program Management
 - Unmet Transit Needs. (February 2026)
 - TDA Claims. (June 2026)
 - Submittal of SGR Projects. (September 2025)
 - Triennial Performance Audits coordination (June 2026)
 - Unmet Transit Needs. (February 2026)
 - TDA Claims. (June 2026)
 - Financial Audits coordination and management (June 2026)
2. Technical Support
 - Conduct individual training sessions to transit agencies and jurisdictions. (June 2026)
 - Financial auditors provided audit reports (March 2026)
 - Triennial Performance audit reports finalized. (June 2026)

Total Expenses	\$ 952,908.99
Salaries and Benefits	436,547.23
Consultant Costs	340,315.09
Other Costs	176,046.66

Total Revenues	\$ 952,908.99
TDA Local	850,288.99
OTHER REVENUE	102,620.00

SAC219 - TRANSIT OPERATIVE PASS-THROUGH FUNDS

In 2022, the region was awarded funds from the Transit and Intercity Rail Capital Program, \$2.18 million of which was allocated to collaboratively deploy contactless payment technology across the region's agencies. The six transit providers that operate in the SACOG region and are participating in the program, include El Dorado Transit, Roseville Transit, Sacramento Regional Transit District (SacRT), South County Transit Link (Sacramento County DOT), Yolo County Transportation, and Yuba-Sutter Transit. Placer County Transit is implementing contactless payment technology using local funding. Through sub-recipient agreements with SACOG, the participating Transit Operators will purchase and implement contactless EMV readers on rail and bus vehicles and payment processing software to allow fares to be collected through contactless bank cards.

This work will be performed by the participating transit operators, with SACOG assistance as needed.

Tasks:

1. Program Management
 - Pass-through funding distribution for six transit agency partners. (As needed)
 - Administration of subrecipient agreements with regional transit agencies. (As needed)
2. Program Implementation
 - Purchase and implementation of EMV hardware and payment processing software. (June 2027)

Final Products:

1. Program Management
 - Pass-through funding distribution for six transit agency partners. (As needed)
 - Administration of subrecipient agreements with regional transit agencies. (As needed)
2. Program Implementation
 - Purchase and implementation of EMV hardware and payment processing software. (June 2027)

Previous Work Completed:

1. Program Management
 - Execution of all (six) subrecipient agreement with all transit partners. (June 2026)
 - Pass-through funding distribution for six transit agency partners. (June 2026)
2. Program Implementation
 - Final funding allocation for six regional transit agencies. (June 2026)
 - Execution and distribution of funding for Sacramento Regional Transit (SacRT). (June 2026)

Total Expenses	\$ 413,342.00
Pass-Through Costs	413,342.00

Total Revenues	\$ 413,342.00
TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)	413,342.00

SAC227 – REGIONAL TRANSIT STUDY AND TRANSIT RECOVERY

Regional Transit Network Plan was completed in May 2024. The plan began the implementation of the Next Generation Transit Strategies with a focus on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their ridership recovery. To begin implementation of the Regional Transit Network Plan SACOG will utilize the remaining FTA 5307 funds that supported the plan to complete a Regional Wayfinding Design Toolkit to provide standards for connectivity signage at transit stops and stations served by multiple regional transit operators and various transportation modes. These unified signage standards will assist riders making regional transportation connections to more easily understand and navigate multiple transit systems and modes to complete their trips.

This work will be performed by SACOG Staff and consultants.

Tasks:

- 1. Program Management
 - Review Regional Wayfinding Design Toolkit work products and pay invoices. (December 2026)
- 2. Plan Development
 - Develop the Regional Wayfinding Design Toolkit, including signage design. (December 2026)

Final Products:

- 1. Program Implementation
 - Wayfinding Design Toolkit. (December 2026)
 - Signage design. (December 2026)

Previous Work Completed:

- 1. Program Management
 - Coordination with TCC to determine general project needs and desired outcomes. (December 2025)

Total Expenses	\$	101,000.00
Consultant Costs		101,000.00

Total Revenues	\$	101,000.00
FTA 5307 - ARPA		101,000.00

SAC238 - SB125 TRANSIT PROJECT

SB 125 authorizes RTPAs, like SACOG, to utilize funding for capital projects that both increase ridership and reduce greenhouse gas emissions. This includes high priority capital projects such as existing projects seeking to maintain or obtain federal or local funding commitments, project development for major projects that are

seeking to enter or have already entered project development with federal partners, or new TIRCP-eligible projects. Additionally, funds can be used to offset or mitigate operating expenses that prevent service cuts and increase ridership for operators. CalSTA oversees the funding. SACOG will coordinate with CalSTA for guidance as needed.

The receipt of these funds also required SACOG to complete a Long-Term Financial Plan and Recovery Strategy for the RTPA area. The plan includes examples of efforts to retain and recover ridership with the goal of improving the rider experience, and a 10-year forecast of operating funding requirements on all source of funding proposed for transit operations including any new local/regional funding sources identified and improvements implemented since the submission of the regional short-term financial plan.

This work will be performed by SACOG staff and consultants.

Tasks:

1. Program Management
 - Plan and allocate transit capital and operation funding to regional transit operators. (Ongoing)
 - SB 125 Subrecipient Agreements and Invoice Review and Processing. (Ongoing)
 - SB 125 Annual Reporting. (October 2026)

Final Products:

1. Program Management
 - SB 125 allocations. (June 2027)
 - SB 125 Annual Reporting. (October 2026)

Previous Work Completed:

1. Program Management
 - SB 125 Subrecipient Agreements and Invoice Review and Processing. (Ongoing)
 - SB 125 Annual Reporting. (October 2025)
2. Technical Support
 - Consultant delivered SB 125 Long-Term Financial Plan and Recovery Strategy. (June 2026)
3. Program Implementation
 - SB 125 Financial Analysis. (December 2025)
 - SB 125 Long-Term Financial Plan and Recovery Strategy. (June 2026)

Total Expenses	\$ 656,148.27
Salaries and Benefits	474,164.22
Other Costs	181,984.05

Total Revenues	\$ 656,148.27
SB125 State Transit Funding	656,148.27

Deferred Revenues	\$ 362,643.12
SB125 State Transit Funding	362,643.12

P300 - HOUSING PROGRAM

Objective

The SACOG Housing Program aims to increase the diversity, availability, and affordability of housing throughout the region, ensuring that housing solutions support both regional and local goals for environmental sustainability, economic vitality, and quality of life. The program integrates SACOG's various housing initiatives—such as the Blueprint land use forecast, Green Means Go, the Regional Housing Needs Allocation (RHNA), and other housing technical assistance activities—to facilitate a coordinated approach to housing development that is aligned with SACOG's federal and state planning responsibilities such as the Metropolitan Transportation Plan and Sustainable Communities Strategy.

The Blueprint land use forecast guides policies to offer diverse housing types near jobs, transit, and amenities. Green Means Go promotes more affordable housing options in efficient locations, reducing vehicle travel and emissions while revitalizing communities. SACOG's RHNA process works closely with local jurisdictions to plan for various housing options and price ranges, supporting affordability and inclusivity. The Housing Program also assists local governments with policy and development review process reforms, CEQA streamlining, and compliance with state laws. Together, these activities advance accessible, affordable, and sustainable housing for the region's current and future residents.

Work Elements

SAC120 - REGIONAL HOUSING COORDINATION PROCESS

The SACOG Regional Housing Needs Allocation (RHNA) Program ensures that each jurisdiction within the region plans adequately for housing to meet the needs of current and future residents. The RHNA process, mandated by state law, distributes housing targets among local governments, guiding them to zone and plan for a variety of housing types and affordability levels. The purpose is to promote balanced growth, address housing shortages, and support equitable access to housing opportunities across the region. In addition, SACOG's program is designed to proactively support member agencies after RHNA adoption and throughout the housing element process by providing both technical guidance and policy assistance, ensuring jurisdictions are equipped to meet state requirements and address local housing challenges effectively.

RHNA is a state-mandated process. Councils of Governments are required to develop a methodology through this program that distributes the region's housing need across various income categories, pursuant to Government Code Section 65584.

This work will be performed by SACOG staff and consultants.

Tasks:

1. Program Management
 - Review and process consultant invoices. (Monthly)
 - Prepare agendas and briefing materials for Technical Advisory Committee meetings. (Monthly)
 - Host project coordination group meetings. (Biweekly)
 - Upkeep database of local agency housing planners. (As needed)
 - Send out notifications to housing planners on updates regarding state legislation, grants, and other housing related matters that affect all local agencies. (As needed)

- Track California housing legislation. (As needed)
 - Conduct staff presentations to the SACOG Board and policy committees on housing related topics. (As needed)
 - Provide assistance with Housing Element implementation efforts in the region. (As needed)
 - Coordinate with other counterparts in California regarding housing topics. (As needed)
 - Direct technical assistance, data, and mapping to local agencies seeking help from SACOG. (As needed)
2. External Engagement
 - Conduct meetings with local housing planners for all 28 jurisdictions to inform them about RHNA process. (Ongoing)
 - Engage with and prepare briefing materials for housing stakeholders in the region. (Ongoing)
 - Host RHNA 101 Board workshop. (July 2026)
 3. Communications
 - Updates to SACOG RHNA webpage. (July 2026)
 - Develop outreach and messaging strategy. (Ongoing)
 4. Data Collection & Analysis
 - Draft standardized data community profiles for all 28 jurisdictions in region. (March 2027)
 5. Technical Support
 - Prepare Housing Element technical assistance products, including the AFFH regional analysis and ADU affordability survey. (December 2026)
 6. Plan Development
 - Consult with HCD on data used to inform Regional Housing Needs Determination. (July 2026)
 - Host series of TAC meetings to develop methodology. (May 2027)
 - Engage with housing stakeholders to solicit feedback on methodology. (May 2027)

Final Products:

1. Program Management
 - Briefing materials for TAC meetings. (April 2027)
 - Staff presentations and reports to SACOG Board and policy committees. (As needed)
2. External Engagement
 - Briefing materials and meetings with housing stakeholders. (As needed)
3. Communication
 - Webpage updates on RHNA process and all relevant materials posted. (July 2026)
4. Data Collection & Analysis
 - Housing and other demographic data for Housing Element jurisdictional profiles. (March 2027)
5. Plan Development
 - Issue RHNA factors and AFFH survey. (November 2026)

Previous Work Completed:

1. Program Management
 - Procured consultant. (February 2026)
 - Tracked California housing legislation. (October 2025)

- Conducted staff presentations to SACOG policy committees. (October 2025)
 - Conducted team presentations on RHNA 101. (December 2025)
 - Draft FAQs and outreach materials for internal and external audiences. (March 2026)
2. External Engagement
- Provided updates and technical assistance on HCD's audit of region's Cycle 6 Housing Element program implementation. (October 2025)
 - Met with local planners to provide updates on SACOG's preparation for Cycle 7. (December 2025)
 - Host Housing Affordability Workshop. (February 2026)
3. Data Collection & Analysis
- Conducted beta testing period for local planners to weigh in on Housing Element data package. (October 2025)
 - Collected data on at-risk units in the region. (October 2025)
 - Incorporate beta testing feedback into HCD pre-approved Housing Element data package. (January 2026)
 - Submit data package to HCD for review and approval. (February 2026)
4. Technical Support
- Consulted with HCD on project timeline and RHNA process. (October 2025)
 - Hosted housing legislation webinar for region's local planners. (November 2025)

Total Expenses	\$ 918,480.49
Salaries and Benefits	544,185.98
Consultant Costs	150,000.00
Other Costs	224,294.51

Total Revenues	\$ 918,480.49
FHWA PL FORMULA	536,520.81
TDA Local	231,959.68
USE OF FUND BALANCE/TDA CARRYOVER	150,000.00

Toll Credits	\$ 61,538.94
FTA PL Toll credit Match	61,538.94

SAC151 – GREEN MEANS GO – GENERAL - NEW

Green Means Go is the region's primary implementation program for delivering the infill housing called for in the 2025 Blueprint and the MTP/SCS updates before it. It seeks to address three of the region's most fundamental housing challenges: location efficiency, product type diversity, and affordability. It does this through a multi-pronged approach aimed at providing technical assistance to local governments around meaningful policy reforms to make it easier and faster to build needed housing, funding for said policy reforms, and targeted capital investments that both reduce costs for developers and stimulate development. Green Means Go is the SACOG program responsible for implementing Strategic Priority 1: Build Vibrant and Inclusive Places.

While grant funded projects under the Green Means Go umbrella (like RCN, REAP 2, and SGC Early Activation) are separate project codes, this SAC151 Code captures all general work on the program outside of these grants. This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Develop and monitoring Budget, supervision of program/project staff. (June 2027)
2. External Engagement
 - Staff reports and committee/board presentations related to potential new funding sources like Health Net and the Regional VMT Mitigation Strategy. (June 2027)
3. Data Collection & Analysis
 - Data collection and analysis related to the exploration of a Regional VMT Mitigation Strategy. (June 2027)
 - Analysis informing program strategies related to the exploration of a Regional VMT Mitigation Strategy. (June 2027)
4. Plan Development
 - Develop guidelines for Regional VMT Mitigation Strategy, including calculation method and tools. (June 2027)

Final Products:

All final products related to new funding sources will be subject to board discretion and competitive funding decisions by outside entities.

1. Plan Development
 - Approved guidelines, calculation methods, and subsequent call for projects for Regional VMT Mitigation Strategy. (June 2027)

Total Expenses	\$	250,756.88
Salaries and Benefits		181,208.96
Other Costs		69,547.93

Total Revenues	\$	250,756.88
TDA Local		250,756.88

SAC152 – GREEN MEANS GO – GRANT - NEW

This is a one-time investment in the Green Means Go program, which would fund housing-related infrastructure projects that accelerate infill residential development that improves housing affordability. Projects will be limited to the GMG “Green Zones” within Sacramento County and the local governments within Sacramento County. Housing-related infrastructure can consist of water, sewer, stormwater, electricity, broadband, or other implementation activities that will directly result in an infill affordable housing project.

SACOG staff will administer the funding and suballocate to a project(s) within Sacramento County or the local governments within Sacramento County for housing-related infrastructure that accelerates infill residential development that improves housing affordability.

Tasks:

1. Program Management
 - Grant administration and monitoring. (Ongoing)
2. Plan Development
 - Develop policies/guidelines related to grantor funding. (June 2027)
3. Program Implementation
 - Call for projects, scoring/evaluations, funding allocations for grant funding. (June 2027)
 - Suballocation. (Future)

Final Products:

1. Program Management
 - Grant administration and monitoring. (Ongoing)
2. Plan Development
 - Call for projects, scoring/evaluations, funding allocations for grant funding. (June 2027)
3. Program Implementation
 - Suballocation. (Future)

Previous Work Completed:

1. Program Implementation
 - Project Initiation (March 2026)
 - Call for Projects (May 2026)

Total Expenses	\$ 1,981,037.90
Salaries and Benefits	130,826.67
Other Costs	50,211.23
Pass-Through Costs	1,800,000.00

Total Revenues	\$ 1,981,037.90
GREEN MEANS GO - Grant	1,981,037.90

Deferred Revenues	\$ 18,962.10
GMG Grant	18,962.10

SAC229 - GREEN MEANS GO - REAP

Through AB 140 SACOG will receive approximately \$34 million in REAP 2021 funds. This funding must be used for “housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership.”

To meet these goals, SACOG has initiated the Green Means Go (GMG) funding program. The SACOG Board

adopted a resolution at its June 2021 board meeting that formally established the regional Green Means Go pilot program and directed the state’s Sustainable Communities Strategy implementation funding to this pilot program. The program aims to accelerate infill development aligned with the goals and objectives of SACOG’s MTP/SCS. The program also will meet the requirements of the board’s Green Means Go resolution, including consideration of racial equity and inclusion, as well as economic equity, in developing the funding guidelines for the program.

Investments made through the program align with the following state planning priorities: (Gov’t Code § 65041.1), affirmatively further fair housing (Gov’t Code § 8899.50), housing element compliance, or sustainable communities’ strategy (or alternative planning strategy), equity, economic prosperity, and environmental sustainability.

This work will be performed by SACOG staff, consultants, and member agencies (with funding through SACOG via grants).

Tasks:

1. Program Management
 - Task 7 – Tracking and Monitoring + Feedback Loop. (July 2026)
2. Program Implementation
 - Task 7 - Tracking and Monitoring + Feedback Loop. (December 2026)

Final Products:

1. Program Management
 - Tracking and monitoring subrecipients. (July 2026)
2. Program Implementation
 - Ensuring that all subrecipients implement their projects. (December 2026)

Previous Work Completed:

1. Program Management
 - Task 6 - Program Admin. (June 2026)
2. External Engagement
 - Task 5 - Inter-regional Engagement. (September 2025)
 - Task 4 - Outreach and Engagement. (September 2025)
 - Task 3 - Outreach to Disadvantaged Communities. (September 2025)
3. Plan Development
 - Task 2 - Initial Priority Setting. (May 2025)
 - Task 1 - Program Development. (May 2025)
4. Program Implementation
 - Task 7 Tracking and Monitoring + Feedback Loop. (June 2026)

Total Expenses	\$ 19,000,000.00
Pass-Through Costs	19,000,000.00

Total Revenues	\$ 19,000,000.00
REAP - GREEN MEANS GO	19,000,000.00

SAC239 - RECONNECTING COMMUNITIES: GREEN ZONE ACCESS AND EQUITY PROJECT

The “Green Zone Access and Equity Regional Planning Project,” will advance planning, engineering, design, and project development activities to address barrier transportation facilities in ten federally designated disadvantaged communities that are (1) locally prioritized for infill development and (2) share the challenge of high volume, autocentric facilities that bisect existing neighborhoods to limit both economic and transportation mobility. SACOG will establish a Community-Based Organization Working Group to provide technical assistance to support equity-centered planning processes that engage traditionally marginalized groups. SACOG will also partner with Valley Vision, the region's workforce intermediary, to establish career pathways for vulnerable community members into jobs that will be created during the implementation of the projects planned with DOT NAE grant funds.

This work will be performed by SACOG staff and consultants.

Tasks:

1. Program Management
 - Task 2 – Project Management & Grant Administration. (June 2029)
2. External Engagement
 - Task 3 – CBO Working Group & Community Engagement Strategies. (June 2030)
3. Technical Support
 - Task 5 – Technical Assistance (Green zone technical assistance to federally-designated disadvantaged communities). (June 2029)
4. Plan Development
 - Task 4 – Valley Vision Workforce Development. (June 2029)
5. Program Implementation
 - Task 1 – Subrecipient monitoring {Green Zone Planning Projects} (Task 1.1-1.9). (June 2029)

Final Products:

1. Program Management
 - Task 2 – Project Management & Grant Administration. (June 2029)
 - Staff have held project meetings to gather updates from all subrecipients.
2. External Engagement
 - Task 3 – CBO Working Group & Community Engagement Strategies. (June 2030)
 - Staff have held project meetings to discuss outreach and engagement needs with all subrecipients. The draft guidelines for task 3 have been agreed on internally.
3. Technical Support
 - Task 5 – Technical Assistance (Green zone technical assistance to federally-designated disadvantaged communities). (June 2029)
4. Plan Development
 - Task 4 – Valley Vision Workforce Development. (June 2029)
 - Valley Vision is making progress on their task.
5. Program Implementation
 - Task 1 – Subrecipient monitoring {Green Zone Planning Projects} (Task 1.1-1.9). (June 2029)
 - Subrecipient Agreements.

Previous Work Completed:

1. Program Management
 - Staff have held project meetings to gather updates from all subrecipients. More

meetings and invoices to come. (June 2026)

2. External Engagement

- Task 3 – CBO Working Group & Community Engagement Strategies. (June 2026)
- Staff have held project meetings to discuss outreach and engagement needs with all subrecipients. The draft guidelines for task 3 have been agreed on internally. (June 2026)

3. Technical Support

- Task 5 – Technical Assistance (Green zone technical assistance to federally-designated disadvantaged communities). (June 2026)

4. Plan Development

- Task 4 – Valley Vision Workforce Development. (June 2026)

5. Program Implementation (June 2026)

- Task 1 – Subrecipient monitoring {Green Zone Planning Projects} (Task 1.1-1.9).
- In Progress: 9 out of 10 subrecipients have signed their agreements. Two subrecipients are under contract, two subrecipients are in the middle of procurement.

Total Expenses	\$ 7,239,756.51
Salaries and Benefits	231,071.39
Consultant Costs	420,000.00
Other Costs	88,685.11
Pass-Through Costs	6,500,000.00

Total Revenues	\$ 7,239,756.51
Federal DOT - RCN	7,239,756.51

Deferred Revenues	\$ 4,496,064.38
Federal DOT - RCN	4,496,064.38

P310 - PERFORMANCE-BASED PLANNING PROGRAM

Objective

The Performance-Based Planning element ensures SACOG continues to meet federal and state requirements that link transportation planning and programming to measurable system performance outcomes. Through this work, SACOG maintains federally required performance targets for safety, infrastructure condition, system reliability, and congestion, while supporting agency partners through data, tools, and technical analysis.

This element updates key regional datasets, maintains SACOG's Project Performance Assessment (PPA) Tool, and integrates federal PM1 - safety, PM2 - asset management, and PM3 - system reliability metric tracking with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the Metropolitan Transportation Improvement Program (MTIP). Work includes development of a Regional Safety Planning Assessment (PM1 related), integration of asset condition data (PM2 related, see SAC131 - Regional Pavement Management Program), continued coordination with Caltrans on target-setting, and an update to the Congestion Management Process (PM3 related) to align with federal requirements and the 2025 Blueprint.

Together, these activities strengthen regional decision-making, improve transparency in funding allocations, and ensure SACOG's long range planning and programming processes advance safety, efficiency, and system performance across the region.

Work Elements

SAC129 - PERFORMANCE-BASED PLANNING

The purpose of this element is to ensure that SACOG is meeting its obligation to integrate performance-based planning and programming into the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), and into the next update of the Congestion Management Process (CMP) report.

Federal Performance Metrics and Targets:

Beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing under the Fixing America's Surface Transportation Act (FAST Act), state departments of transportation are required to set and report on progress toward achieving performance measures targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability.

SACOG will update or re-certify annual targets for the Safety Performance Measures (PM1) and certify new 2-year and 4-year targets for Pavement/Bridge Condition (PM2) and System Performance Measures (PM3) for performance periods as requested by Caltrans. As the MPO for an urbanized area that does not meet the air quality standards identified in the Clean Air Act, SACOG is responsible for development of a CMAQ Performance Plan to be submitted by Caltrans to FHWA in the second Baseline Performance Period Report for PM3.

Funding Round Performance-Based Planning Support:

Prior to each funding round, staff will develop Blueprint supportive metrics to help define six-county performance-based revenue estimates. Targets would be a range of the amount of federal transportation funding available for that funding round and would not be tied to a set amount of STBG or CMAQ. To support grant application review committees, staff will update SACOG's Project Performance Assessment (PPA) Tool. This is a tool that helps both grant applicants and reviewers compare various metrics, which include all federal performance metric topics and additional regionally significant metrics.

Regional Assessments and Program development:

To better inform future target setting discussions and complementary SACOG staff technical assistance, staff will assess the state of safety planning, available safety data, pavement data and mobility data through three efforts: Regional Safety Planning Assessment of Safe Systems Approaches and Data Needs, Regional Pavement Management Program, and the Congestion Management Process Update. SACOG will organize a topic-based working group (e.g., Safety working group; Pavement Management working group) to review metric data, consider future targets and regional program support tasks and scopes of work.

Regional Safety Planning Assessment:

Current SACOG safety efforts focus on collecting and reporting fatal and serious injury collision data, establishing federal performance targets, and informing funding round decisions. Other aspects of safety planning are the responsibility of lead agencies, such as cities and counties, who conduct road audits, local road safety plans or comprehensive safety action plans in an effort to obtain grant funds such as the Highway Safety Improvement Program (HSIP) or Safe Streets for All (SS4A) program. To understand what additional technical assistance or regional planning efforts SACOG could pursue, staff will complete a "Regional Safety Planning Assessment" that will review the state of safety planning across the region.

The Assessment content will include an inventory of completed safety planning, engaging project sponsors on local safety planning practices and data needs, and recommendations for future regional support tasks. This will be closely coordinated with SACOG's Active Transportation planning work and safety planning webinars.

Safety related tasks will be completed by SACOG staff.

Congestion Management Process update:

For the CMP update, Federal law requires metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs), to develop a congestion management process (CMP) as an on-going process that is fully integrated into the metropolitan transportation planning process. Federal law also states that "In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process."

Tasks for this next CMP update will focus on consolidating prior efforts into a streamlined report that satisfies federal CMP requirements while incorporating 2025 Blueprint policies and projects as well as Federal PM3 metrics and targets.

CMP update work will be completed by SACOG staff.

SAC129 Relationship to other Work Elements:

SACOG's actions on resource allocation using SAC129 deliverables is noted in other OWP Work Elements (WEs). SACOG makes long range decisions about resource allocation within SAC126, MTP/SCS Update, specifically the required Revenue Estimate per 2024 RTP guidelines. SACOG creates revenue estimates and regional funding cycle program guidelines under SAC114. Project Evaluation Process (PEP) tasks related to performance-based planning are developed under SAC107 and used in tasks under SAC126. Staff will closely monitor and support the long-term delivery progress of projects, most likely to achieve MTP/SCS performance targets and federal performance target support. SACOG includes reporting tasks under other WEs. Funding cycles and programming decisions tasks are listed under SAC114 and SAC115, such as MTIP adoption content about programming related to achieving performance-based planning. Both of these other WEs leverage data compiled under SAC129, specifically the Project Performance Assessment Tool. Reporting delivery of projects is under SAC114. Reporting performance metrics on a routine basis is under SAC144.

Tasks:

1. Data Collection & Analysis
 - Update project performance assessment (PPA) tool and interactive spatial performance metric display. (June 2027)
 - Coordinate the development of routine and accurate project mapping to support future modeled performance evaluation and prioritization processes. (Ongoing)
2. Program Implementation
 - Review Caltrans performance data for safety, pavement, bridges and mobility (PM1, PM2, and PM3 data) and recommend target-setting actions. (As needed)
 - Draft Regional Safety Planning Assessment of Safe Systems Approach and Data Needs to address PM1 trends. (December 2026)
 - Update SACOG's Congestion Management Process to be consistent with the 2025 Blueprint, managed lanes planning and related SACOG efforts. Addresses PM3 trends.

(December 2026)

Final Products:

1. Data Collection & Analysis
 - Update project performance assessment (PPA) tool. (June 2027)
 - Monitor safety performance data and set targets for PM1. (February 2027)
2. Program Implementation
 - Draft Regional Safety Assessment of Safe Systems Approach and Data Needs (PM1). (December 2026)
 - Update SACOG's Congestion Management Plan (PM3). (December 2026)

Previous Work Completed:

1. Communications
 - Produced final PPA Tutorial Videos for project sponsors use prior to 2026 Federal Funding Program call for projects. (June 2026)
2. Data Collection & Analysis
 - Update project performance assessment (PPA) tool. (December 2025)
 - Monitor safety performance data and set targets for PM1. (As needed, February 2026)
3. Program Implementation
 - Comprehensive Federal Performance Metric dataset for MTP/SCS and Funding Round policy development. (October 2025)
 - Draft scope of a Regional Pavement Management Program. (December 2025)

Total Expenses	\$	348,357.78
Salaries and Benefits		251,740.04
Other Costs		96,617.73

Total Revenues	\$	348,357.78
TDA Local		174,510.78
OTHER REVENUE		173,847.00

SAC131 - REGIONAL PAVEMENT MANAGEMENT PROGRAM

The Regional Pavement Management Program establishes a coordinated, regionwide approach to collecting, standardizing, and analyzing pavement condition data to support future funding and policy decisions. Building on SACOG's StreetSaver platform access and complementing Caltrans' PM2 pavement and bridge asset condition reporting on the National Highway System (NHS), this element responds to strong partner agency demand, especially from rural and smaller jurisdictions, for consistent, reliable pavement condition information.

Work under this element includes compiling existing pavement data, initiating regionwide pavement condition data collection, and developing the full scope for a long-term regional pavement management program. The effort will produce a shared data foundation that supports coordinated funding recommendations, enables more consistent maintenance planning across the six-county region, and strengthens the performance-based programming framework established through SAC129. Both SACOG staff and consultant support will help develop a durable program that improves system condition transparency and informs future funding rounds.

Pavement related tasks will be completed by both SACOG staff and consultants.

Tasks:

1. Data Collection & Analysis
 - Complete initial inventory of existing data sources on pavement conditions for SACOG's open data portal. (September 2026)
 - Begin regional pavement condition data collection (PM2). (June 2027)
2. Program Implementation
 - Develop the scope of a Regional Pavement Management Program to address PM2 trends. (October 2026)

Final Products:

1. Data Collection & Analysis
 - Initial inventory of existing data sources on pavement conditions for SACOG's open data portal. (September 2026)
2. Program Implementation
 - Scope of a Regional Pavement Management Program to address PM2 trends. (October 2026)

Total Expenses	\$ 1,860,932.24
Salaries and Benefits	98,953.81
Consultant Costs	1,700,000.00
Other Costs	61,978.43

Total Revenues	\$ 1,860,932.24
RSTP (103) - Pavement (Federal)	1,860,932.24

P320 - REGIONAL FUNDING PROGRAMS

Objective

The Regional Funding Program provides strategic oversight and administration of SACOG's federal and state transportation funding to ensure regional investments align with the 2025 Blueprint, TIP, and applicable state and federal requirements. This work manages SACOG's portfolio of regional funding programs—including the Federal Funding Cycle (Next Generation Solutions & Clean Air, System Performance, and System Preservation programs—and associated Priority Programs,) and STIP Funding Cycle.

Work Elements

SAC143 – GRANT PRIORITIZATION – NEW (WAS PART OF SAC114 - REGIONAL FUNDING AND GRANTS PROGRAM)

The SACOG Grant Prioritization Program is designed to identify and endorse regionally significant transportation

projects for federal and state funding opportunities. This process strengthens the Sacramento region's competitiveness by aligning local priorities with broader funding program criteria and minimizing intra-regional competition. It also serves as a nomination mechanism for programs requiring SACOG endorsement (e.g., SB 1). The program provides technical assistance, advocacy, and data support to help agencies develop strong applications and advance projects that meet regional goals.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Program coordination and staff supervision, Reporting and budgeting. (Ongoing)
2. External Relations
 - Track external funding opportunities and grant awards and coordinate with funding agencies and partners on grant-related activities. (Ongoing)
 - Letters of Support / Consistency. (Ongoing)
 - Meetings, Strategic partner coordination, Workshops, and training. (Ongoing)
3. Communications
 - Communications toolkit, mailing list support, webpage updates, and brochure development. (Ongoing)
4. Data Collection & Analysis
 - Data Analysis and Modeling Support. (As needed)
 - Funding Award Monitoring and Reporting. (Ongoing)
5. Technical Assistance
 - Grant Application Review. (Ongoing)
 - Funding Strategy & Phasing. (Ongoing)
6. 7. Program Implementation
 - SB 1 Cycle Implementation, review, communication, consultation, documentation, feedback. (October 2026)
 - Federal Cycle Implementation, review, communication, consultation, documentation, and feedback. (February 2027)
7. Program Implementation
 - Annual lessons learned and feedback from SB 1 and Federal Cycles. (January 2027)

Final Products:

1. Program Management
 - Quarterly program status reports and budget summaries. (Ongoing)
 - Annual program coordination report. (June 2027)
2. External Relations
 - Updated external funding opportunities tracker. (Ongoing)
 - Letters of Support / Consistency log. (Ongoing)
 - Summary of strategic partner meetings and workshops. (Quarterly)
3. Communications
 - Communications toolkit and updated mailing list. (Ongoing)
 - Webpage refresh and brochure updates. (Biannually)
4. Data Collection & Analysis
 - Funding award monitoring dashboard. (Ongoing)
 - Data analysis reports for modeling support. (As needed)
5. Technical Assistance

- Grant application review summaries. (Ongoing)
- Funding strategy and phasing recommendations. (Ongoing)
- 6. Plan Development
 - Draft and finalize planning documents for upcoming cycles. (December 2026)
- 7. Program Implementation
 - SB 1 Cycle implementation report and documentation. (October 2026)
 - Federal Cycle implementation report and documentation. (February 2027)
- 8. Program Evaluation
 - Annual lessons learned and feedback report for SB 1 and Federal Cycles. (January 2027)

Previous Work Completed:

1. Program Management
 - Program coordination and staff supervision, Reporting and budgeting. (June 2026)
2. External Relations
 - Track external funding opportunities and grant awards and coordinate with funding agencies and partners on grant-related activities. (June 2026)
 - Letters of Support / Consistency (June 2026)
3. Communications
 - Communications toolkit, mailing list support, webpage updates, and brochure development. (June 2026)
4. Data Collection & Analysis
 - Data Analysis and Modeling Support. (June 2026)
 - Funding Award Monitoring and Reporting. (June 2026)
5. Technical Assistance
 - Grant Application Review. (June 2026)
 - Funding Strategy & Phasing. (June 2026)

Total Expenses	\$ 357,895.64
Salaries and Benefits	258,632.56
Other Costs	99,263.08

Total Revenues	\$ 357,895.64
TDA Local	357,895.64

SAC146 – FUNDING AND GRANTS PROGRAM – NEW

This work provides ongoing strategic oversight and coordination of SACOG’s funding and grants activities to ensure transportation investments align with the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Transportation Improvement Program (TIP), and other applicable state and federal requirements. It manages SACOG’s funding portfolio to streamline processes, promote consistent administration, and reduce burdens for project sponsors, while serving as a liaison with state, federal, and regional partners on funding-related matters. The program also delivers technical assistance and direct coordination with local jurisdictions to help them navigate funding opportunities, maintain compliance with grant requirements, and maximize the impact of available resources. In addition, this effort tracks legislative and regulatory changes, incorporates performance-based requirements and diverse community needs into funding programs, and supports the strategic pursuit of external funding to advance regional transportation

goals.

Implementation is carried out by SACOG staff. These teams provide policy leadership, coordinate with agencies and local jurisdictions, offer technical guidance, monitor legislative developments, and oversee administrative processes to ensure consistency and efficiency across the funding portfolio.

Tasks:

1. Program Management
 - Maintain coordination of SACOG's funding portfolio, monitor compliance with applicable requirements, and update internal processes to improve efficiency and consistency. (Ongoing)
2. External Relations
 - Track external funding opportunities and grant awards and coordinate with funding agencies and partners on grant-related activities. (Ongoing)
3. Communications
 - Prepare program updates, announcements, informational materials, and online content to support program transparency and awareness. (As needed)
4. Data Collection & Analysis
 - Provide data analysis and respond to data requests to support technical assistance, funding strategy, and decision-making. (As needed)
5. Technical Assistance
 - Provide technical assistance to local jurisdictions and regional partners related to funding opportunities, grant compliance, and implementation strategies. (Ongoing)
6. Plan Development
 - Support development and refinement of funding strategies, policies, and program frameworks aligned with regional goals. (As needed)
7. Program Implementation
 - Coordinate and participate in Countywide Quarterly meetings and provide funding strategy guidance and technical assistance. (Quarterly, Ongoing)
8. Program Evaluation
 - Support performance monitoring and evaluation of funding programs to inform continuous improvement and alignment with regional objectives. (Annually)

Final Products:

1. Program Management
 - Quarterly Program Status Reports. (Quarterly)
 - Agendas and materials for coordination meetings. (As needed)
2. External Relations
 - Provide updates on external funding opportunities, including tracking potential sources, summarizing grant awards or notifications, and preparing briefings for SACOG committees. (As needed)
3. Communications
 - Communications briefs, announcements, and web content updates. (As needed)
4. Data Collection & Analysis
 - Data analysis and technical data support. (As needed)
5. Technical Assistance

- Technical assistance consultations. (As needed)
- 6. Plan Development
 - Program concepts, policy inputs, or funding strategy materials. (As needed)
- 7. Program Implementation
 - Participation in Countywide Quarterly meetings. (Quarterly)
 - Technical assistance consultations. (Ongoing)
- 8. Program Evaluation
 - Performance monitoring inputs or evaluation summaries. (As needed)

Total Expenses	\$ 336,904.58
Salaries and Benefits	219,375.39
Other Costs	117,529.19

Total Revenues	\$ 336,904.58
RSTP (102) (Federal)	336,904.58

SAC147 – FEDERAL FUNDING PROGRAM – NEW (WAS PART OF SAC114)

The Federal Funding Program administers Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds through three competitive programs: Next Generation Solutions & Clean Air, System Performance, and System Preservation. Activities include developing and updating program guidelines, conducting competitive project selection processes, and providing technical assistance to project sponsors to ensure consistency with SACOG’s Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS), regional priorities, and federal eligibility requirements under Title 23 and Title 49.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Funding Round meetings and project team task reviews. (December 2026)
 - Prepare and submit Quarterly OWP Reports. (Quarterly)
2. External Relations
 - Ongoing coordination and technical assistance to local agencies related to funded projects. (Ongoing)
3. Communications
 - Maintain and update web content related to funded projects and program status. (As needed)
4. Data Collection & Analysis
 - Updates to PPA and supporting data. (As needed)
5. Technical Assistance
 - Provide technical assistance to project sponsors. (As needed)
6. Plan Development
 - Minor updates or refinements to program materials. (As needed)
7. Program Implementation

- Secondary Call for Projects issuance and project scoring and selection. (November 2026)
- 8. Program Evaluation
 - Conduct annual program evaluations and identify areas for improvement. (February 2027)

Final Products:

1. Program Management
 - Quarterly OWP reports and funding round meeting materials. (Quarterly)
2. External Relations
 - Ongoing coordination materials and technical assistance communications. (Ongoing)
3. Communications
 - Updated web content reflecting program status and funded projects. (As needed)
4. Data Collection & Analysis
 - PPA support and data requests. (As needed)
5. Technical Assistance
 - Ongoing technical assistance to project sponsors. (As needed)
6. Plan Development
 - Updated or supplemental program materials. (As needed)
7. Program Implementation
 - Programming documentation and post-award coordination materials. (June 2027)
8. Program Evaluation
 - Annual program evaluation summary. (Annually)

Previous Work Completed:

1. Program Management
 - Quarterly OWP reports submitted in FY26. (June 2026)
2. External Relations
 - Outreach sessions, webinars, and Q&A sessions for funding programs. (June 2026)
3. Communications
 - Initial web content updates for funding rounds, guidelines, and application materials. (June 2026)
4. Data Collection & Analysis
 - Data preparation supporting FY26 project evaluation and selection. (June 2026)
5. Technical Assistance
 - Technical assistance provided to project sponsors during application development. (June 2026)
6. Plan Development
 - Development of program guidelines and application materials. (March 2026)
7. Program Implementation
 - Call for Projects issuance and project scoring and selection. (June 2026)

Total Expenses	\$ 346,824.87
Salaries and Benefits	242,989.29
Other Costs	103,835.57

Total Revenues	\$ 346,824.87
RSTP (102) (Federal)	72,227.42
PPM 2026-27 (STIP)	103,756.61
TDA Local	170,840.84

SAC148 – STIP FUNDING PROGRAM – NEW (WAS PART OF SAC114)

The SACOG STIP Funding Program administers competitive State Transportation Improvement Program (STIP) funds for transportation projects across the four counties where SACOG serves as the Regional Transportation Planning Agency (RTPA). This work satisfies federal requirements by incorporating STIP-funded projects into the Federal Statewide Transportation Improvement Program (FSTIP), maintaining eligibility for federal funds under Title 23 and Title 49 regulations, and supporting performance-based planning and programming. These activities advance SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and statewide goals.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Management of the STIP funding program and OWP reporting. (June 2027)
2. External Engagement
 - Outreach and technical assistance to local agencies, including informational webinars. (February 2027)
3. Communications
 - Update and maintain STIP program web content. (As needed)
4. Data Collection & Analysis
 - Update PPA and other support tools. (As needed)
5. Technical Assistance
 - Provide technical assistance to project sponsors. (As needed)
6. Plan Development
 - Develop STIP program guidelines and application materials. (December 2026)
7. Program Implementation
 - Conduct the Call for Projects, evaluate applications, select projects, and program awards. (June 2027)
8. Program Evaluation
 - Evaluate program outcomes and processes. (Annually)

Final Products:

1. Program Management
 - Management of the STIP funding program and OWP reporting. (June 2027)
2. External Relations
 - Outreach and technical assistance to local agencies, including informational webinars.

(February 2027)

3. Communications
 - Update and maintain STIP program web content. (As needed)
4. Data Collection & Analysis
 - Update PPA and other support tools. (As needed)
5. Technical Assistance
 - Provide technical assistance to project sponsors. (As needed)
6. Plan Development
 - Develop STIP program guidelines and application materials. (December 2026)
7. Program Implementation
 - Conduct the Call for Projects, evaluate applications, select projects, and program awards. (June 2027)
8. Program Evaluation
 - Evaluate program outcomes and processes. (Annually)

Total Expenses	\$ 186,563.29
Salaries and Benefits	134,819.58
Other Costs	51,743.71

Total Revenues	\$ 186,563.29
PPM 2026-27 (STIP)	186,563.29

SAC149 – REGIONAL ATP FUNDING PROGRAM – NEW

This project is reserved for the Regional Active Transportation Program (ATP) - a subset of the State ATP that is directed at MPOs. Tasks under this project code include program management, creating a policy framework, application, application instructions, evaluation criteria, and reviewing, evaluating, and recommending projects for adoption.

This work will be completed by SACOG staff.

Tasks:

1. Program Management
 - Quarterly OWP reporting. (Quarterly)
2. Data Collection & Analysis
 - Pulling data to support jurisdictions for applications. (As needed)
 - Updating internal funding tools. (As needed)
3. Program Implementation
 - Regional Policy Framework development. (Ongoing)
 - Application Development and instructions. (As needed)
 - Application evaluation and Working group management. (As needed)
 - Programming projects. (Ongoing)

Final Products:

1. Program Management
 - Quarterly OWP reporting. (Quarterly)
2. Data Collection & Analysis
 - Data requests. (As needed)
 - Project Performance Assessment and ATP mapping tools. (June 2027)
3. Program Implementation
 - Regional Policy Framework (Every other year - aligned with program cycle). (June 2027)
 - Application and instructions (Every other year - aligned with program cycle). (June 2027)
 - Funding and contingency list (Every other year - aligned with program cycle). (June 2027)
 - Programming list (Every other year - aligned with program cycle). (June 2027)

Previous Work Completed:

1. Program Management
 - Quarterly OWP reporting. (June 2026)
2. Data Collection & Analysis
 - Data and support for jurisdictions. (June 2026)
3. Program Implementation
 - Regional Policy Framework development. (June 2026)
 - Application. (June 2026)

Total Expenses	\$ 109,474.46
Salaries and Benefits	79,111.50
Other Costs	30,362.96

Total Revenues	\$ 109,474.46
TDA Local	109,474.46

SAC150 – MODE SHIFT FUNDING PROGRAM

The Mode Shift Funding Program administers competitive grants to local jurisdictions and transportation planning partners to invest in, test, and expand projects and programs that reduce car trips, provide new mobility solutions, and make options like biking, walking, and transit the easy choice. The projects and programs funded by this program serve to meet federal health standards for air quality by reducing vehicle emissions, and to meet state requirements to reduce greenhouse gas emissions from passenger vehicles. Activities to implement the Mode Shift Funding Program include developing and updating program guidelines, conducting competitive project selection processes, and providing technical assistance to project sponsors. Any resulting sub-recipient agreements between SACOG and project sponsors resulting from this funding program are monitored under SAC133.

This work is performed by SACOG staff.

Tasks:

1. Program Management
 - Quarterly OWP reports. (Quarterly)
2. External Relations

- Request board action on funding program milestones (guidelines, funding recommendations); inform board and partners of progress throughout competitive process. (March 2027)
- 3. Communications
 - Maintain and update web content related to funded projects and program status. (As needed)
- 4. Technical Assistance
 - Technical assistance to local agencies identifying and developing applications for funding. (Ongoing)
- 5. Program Implementation
 - Issue a call for projects; evaluate competing projects; develop funding recommendation for board approval. (Annually)
- 6. Program Evaluation
 - Conduct post-funding program evaluation to identify areas for improvement. (Annually)

Final Products:

1. Program Management
 - Quarterly OWP reports. (Quarterly)
2. External Relations
 - Board approval of funding recommendation. (March 2027)
3. Communications
 - Updated/current webpage for funding program. (As needed)
4. Program Implementation
 - List of awarded projects and scopes. (March 2027)
 - Executed subrecipient agreements. (June 2027)

Total Expenses	\$ 1,069,393.04
Salaries and Benefits	50,146.74
Other Costs	19,246.30
Pass-Through Costs	1,000,000.00

Total Revenues	\$ 1,069,393.04
RSTP (098)- Federal	1,069,393.04

SAC400 - SACOG MANAGED FUNDS (SMF) FUNDING PROGRAM

The program oversees the administration close-out of remaining SACOG Managed Funds (SMF) projects. These funds were originally awarded to local agencies for activities not eligible under federal or state transportation programs—typically studies, analyses, or planning efforts—during SACOG’s bi-annual funding cycle or through the Engage, Empower, Implement (EEI) grant program to support community-based organization (CBO) partnership and program implementation for kick-starting project work. Because SMF-funded projects do not require federal reporting, SACOG administers Memoranda of Understanding (MOUs) and other agreements

including purchase orders that leverage sub-recipient agreements with recipient agencies to ensure proper documentation and compliance. Current activities focus on monitoring these agreements, supporting project completion, direct payments to community organizations or non-profits not eligible for federal funding, direct funding to partnering community organizations to begin project work, and preparing projects for eventual readiness for federal or state eligibility.

This work will be performed by SACOG staff.

Tasks:

1. Program Management
 - Review and process invoices for payment. (As needed)
 - Monitor the progress of remaining SACOG Managed Funds (SMF) projects, ensuring timely completion of deliverables and compliance with Memoranda of Understanding (MOUs) between SACOG and recipient agencies. (May 2027)
 - Program close out. (June 2027)
 - Coordinate ribbon cutting ceremonies and project announcements to highlight completed SMF projects. (As needed)

Final Products:

1. Program Management
 - Received invoices for payment. (May 2027)
 - Deliverables by grant recipients. (May 2027)
2. Communications
 - Press-ready announcements and event coordination materials for ribbon cuttings highlighting completed SMF projects. (June 2027)

Previous Work Completed:

1. Program Management
 - Processed invoices submitted in 2025 and 2026. (June 2026)
 - Processed necessary contract amendments to ensure project completion. (December 2025)

Total Expenses	\$ 300,000.00
Pass-Through Costs	300,000.00

Total Revenues	\$ 300,000.00
INTEREST INCOME - SMF	300,000.00

Deferred Revenues	\$ 50,000.00
INTEREST INCOME - SMF	50,000.00

CAPITAL AREA REGIONAL TOLLING AUTHORITY (CARTA)

Objective

Toll lanes are a critical component of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACOG plays a key role in toll lane planning and implementation through its participation in the Capital Area Regional Tolling Authority (CARTA) and in its capacity as the Regional Transportation Planning Agency (RTPA) for Sacramento and Yolo Counties, which are expected to contain the majority of the region's toll facilities.

Work Elements

CAR100 – CARTA

This work element supports SACOG's responsibilities related to CARTA governance, administration, and regional tolling coordination. Activities include policy development, administrative support, interagency coordination, and participation in toll project planning efforts.

The work will be performed by SACOG staff and consultants, as appropriate.

CAR201 – CARTA REGIONAL TOLL EQUITY STUDY

Consistent with local and statewide plans, the Sacramento Region (Sacramento, Yolo, Placer, El Dorado, Yuba, and Sutter counties) is developing our first toll lanes to reduce greenhouse gas emissions, improve transit reliability, and manage freeway congestion in our growing region. To deliver an equitable toll lane system, the Sacramento Region needs to evaluate the impact of toll lanes on low-income, disadvantaged, and other equity-priority communities; reduce disparities in benefits and burdens for those communities; and enhance transportation access for all users. The CARTA Regional Toll Equity Study (Study) will fill this gap by reviewing toll equity best-practices, analyzing how toll lanes will impact travel for equity-priority communities, and providing a clear and actionable roadmap to deliver an equitable toll lane network in the Sacramento Region. The Study will be led by the Capital Area Regional Tolling Authority (CARTA), a joint power authority between SACOG, Caltrans District 3, and Yolo Transportation District.

This work will be performed primarily by Consultant and SACOG Staff.

INDIRECT PROJECTS

Objective: To provide management and administrative support of the agency's advisory role to local government on matters of interjurisdictional concern, its comprehensive planning program in transportation, and its mandates in airport land use planning, housing, air quality, and water quality.

Discussion: To provide management support of SACOG's transportation project funding and delivery efforts and its comprehensive transportation planning programs, the public information, technical services, various special projects, and local technical assistance.

INFORMATION SYSTEMS

Information Systems staff maintains and develops SACOG's computing and networking environment; provides programming and database application support; and prepares an annual Information Technology Plan to guide improvements to the environment.

Tasks:

1. An effective and well-maintained computing and information systems environment. (Ongoing)

FINANCE/ACCOUNTING/AUDITING

Staff performs a number of tasks, including the financial monitoring of grant awards, preparation of the annual operating and OWP budget, obtaining approval of the Cost Allocation Plan, preparation of various external and internal financial reports, and ongoing accounting and record-keeping duties. In addition, staff prepares and obtains approval of numerous third-party contracts to implement various components of the work program; arranges for the required annual financial and TDA audits and ensures their completion in a timely manner; maintains compliance with internal control structure and procedures for administering grants, ensuring that there are no violations of laws and regulations; provides risk management services; administers the purchasing policy; administers pass-through funds; and provides support to SACOG staff.

Tasks:

1. Various grant invoices for reimbursement. (Pursuant to grant requirements)
2. Various monthly/quarterly external/internal financial reports. (Monthly/Quarterly)
3. Agreements with funding agencies to secure funding. (Ongoing)
4. Obtain and maintain adequate insurance policies to provide necessary coverage for office facilities and equipment. (Ongoing)

Final Products:

1. Task 2: Annual financial transactions report to the State Controller. (January 2027)
2. Task 2: Annual financial audit of SACOG for fiscal year 2024-25. (December 2026)
3. Tasks 1-4: Annual Operating Budget for FY 2027-2028. (May 2027)
4. Tasks 1-4: Cost Allocation Plan for FY 2027-2028. (June 2027)

HUMAN RESOURCES

Responsible for SACOG's salary and benefits administration; human resource policy monitoring and compliance; recruitment of and recordkeeping for staff; insures compliance with all federal and state wage and benefit regulations; performs wage, benefit and classification studies; prepares updates to all internal administrative documents, e.g., Personnel Rules, Classification Plan, Administrative Procedures; and interprets adopted agency policies and procedures for staff and external requests.

Tasks:

1. Maintain the Employee Handbook. (Ongoing)
2. Performance evaluation reports of staff. (Ongoing)
3. Maintain and administer agency compensation and benefits plans. (Ongoing)
4. Maintain personnel files. (Ongoing)
5. Prepare and maintain records of all payroll/personnel records. (Ongoing)
6. File and report payroll/personnel transactions to appropriate entities. (Monthly)

OFFICE OPERATIONS

Staff performs a variety of tasks including secretarial, receptionist, photocopying, mail processing, errand running, bulk mailing, office equipment maintenance, vehicle maintenance, meeting arrangements and scheduling, travel arrangements, FPPC reporting functions, and ensuring compliance with the Brown Act. This element includes all administrative functions involved with Board of Directors meetings, including the preparation, processing, and posting of agendas in accordance with the Brown Act, agenda package assembly, and preparing minutes of the meeting. Staff also provide administrative support to Board committee meetings. Administrative functions include programming and training of word processing system utilized by all staff, as well as maintenance of pertinent office forms, records, and documents.

Tasks:

1. Agendas and staff report for monthly Board of Directors and committee meetings. (Ongoing)
2. Agency correspondence, forms, and documents. (Ongoing)
3. Minutes of Board and committee meetings. (Ongoing)
4. Maintain and administer legal agreements with third-party contractors, partner agencies and others. (Ongoing)

**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
FISCAL YEAR 2026-2027 BUDGET AND OWP – DRAFT
INDIRECT COSTS**

Total Direct Salaries from OWP (includes BOA)	5,235,515
Total Indirect Expenditures	4,514,994
Carry Forward (+/-) from FY 2024-25	354,581
Adjusted Indirect Total Costs¹	4,869,575
 INDIRECT RATE - FY 2026-27	
(Total Adjusted Indirect Costs ÷ Total Direct Salaries from OWP)	93.01%

EXPENDITURES:

Building Cost	814,800
Career Development Program	130,000
Computer Software & Maintenance	391,498
Consultants	272,333
Copier	6,500
Depreciation	58,000
Equipment Lease	5,000
Equipment Maintenance	16,000
Insurance	223,000
Legal	150,000
Memberships	60,000
Office Equipment	70,000
Postage	1,000
Publications/Data/Subscriptions	17,800
Recruitment	26,000
Services - Telecommunications	8,980
Staff Training	20,000
Supplies	5,000
Travel and Meeting Expenses	2,000
Vehicle Parking	6,600
Indirect Salaries	2,230,483
TOTAL FOR FY 2026-27	\$ 4,514,994

¹This dollar amount includes the under-absorbed amount of \$354,581 from FY 2024-25 Indirect Cost Calculation, per FTA/Caltrans ICAP audit procedures.

Overall Work Program Appendix

SACOG

APPENDIX A - FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

AGENCY NAME – PARATRANSIT, INC

AREAS OF PERSISTENT POVERTY GRANT

Paratransit services are a critical part of a transportation network. However, they are expensive to operate and only allow the residents in need of services to utilize the system. Paratransit, Inc. has been providing transportation services to seniors and people with disabilities for over 40 years in the Sacramento, California region and understands the needs of the most vulnerable communities. They are looking to do a study to understand the feasibility of operating semi-fixed routes, routine service from Areas of Persistent Poverty in the four-county region to non-emergency medical facilities. This would allow for consistency in receiving care and allow for the patient's advocate to also use the service. This improves the ride for the patient and reduces Green House Gases by alleviating single-occupancy vehicles on the road.

This planning study will create a free standardized route and schedule to shuttle residents in disadvantaged communities and their advocates to access non-emergency medical care.

The project was awarded to Paratransit, Inc. Paratransit has procured Drago Vantage and Clutch as project consultants under a federally compliant professional services selection process.

Tasks:

1. Project Management. (September 2025 - December 2026)
2. Identify communities to serve. (May/June 2026)
3. Develop Enhanced Shuttle Schedules and Identify staff and fleet needs. (July, August, Sept. 2026)
4. Modify Existing Software and Interface for new service. (May - August 2026)
5. Develop Marketing and Branding Campaign. (May-November 2026)

Final Products:

1. Completed Planning Study with enhanced and targeted routing and locations for future services.

Previous Work Completed:

1. This is a new element this fiscal year.

	Prior Years	FY 2025-26	FY 2026-27	Multi-Year Total
Total Expenses	\$0	\$175,000	\$175,000	\$350,000
Salaries, Benefits, Indirect	\$0	\$120,000	\$120,000	\$240,000
Consultants	\$0	\$45,000	\$45,000	\$90,000
Other Direct Costs	\$0	\$10,000	\$10,000	\$20,000

	Prior Years	FY 2025-26	FY 2026-27	Multi-Year Total
Total Revenues	\$0	\$175,000	\$175,000	\$350,000
FTA - AOPP Grant	\$0	\$87,500	\$87,500	\$175,000
Non-Federal Funds (Match)	\$0	\$87,500	\$87,500	\$175,000

AGENCY NAME – PARATRANSIT, INC

INNOVATIVE COORDINATED ACCESS AND MOBILITY GRANT

Enhancing Mobility Through Digital Innovation – Paratransit, Inc. was awarded an ICAM grant to make dispatching technology investments focused on real-time coordination and efficient routing. The platform will enhance data-gathering and operational efficiencies for mobility services offered to older adults, persons with disabilities, and community members that experience severe mobility barriers in Sacramento County.

The platform will provide real-time service coordination capabilities for Paratransit, Inc., vehicle operators, and CTSa partners (Meals on Wheels, ACC Senior Services, Food Banks, Sutter Health, etc.).

The project seeks to enhance Paratransit, Inc.'s services in Sacramento County by leveraging an advanced version of "Trapeze," a digital platform for enhancing service, gathering data, and bolstering operational efficiencies. The digital platform will be used to enhance resource planning, decision-making, and real-time coordination. Paratransit will actively engage with key stakeholders (community-based organizations, healthcare providers, and local agencies) through this process.

Tasks:

1. Project Management. (Tie to grant schedule, April 2025 - December 2026)
2. Stakeholder Engagement and Training. (May/June/July 2025)
3. Platform Customization. (August/September/October/November 2025)
4. Pilot Implementation. (January/February/March 2026)
5. Full-Scale Rollout. (June/July 2026)
6. Asset Management Integration. (May/June/July 2026)
7. Data Gathering and Reporting Integration. (March-August 2026)
8. Inter-Agency Integration and Communication. (September 2025 - June 2026)
9. Continuous Monitoring and Improvement. (April 2025 – December 2026)
10. Evaluation and Documentation. (November/December 2026)

Final Products:

1. Completed comprehensive evaluation of the project against predefined success criteria, as well as documentation of lessons learned, best practices, and recommendations for future enhancements or similar implementations.

Previous Work Completed:

1. None.

	Prior Years	FY 2025-26	FY 2026-27	Multi-Year Total
Total Expenses	\$0	\$42,900	\$125,000	\$167,900
Salaries, Benefits, Indirect	\$0	\$10,000	\$25,250	\$35,250
Other Direct Costs	\$0	\$32,900	\$99,750	\$133,150

	Prior Years	FY 2025-26	FY 2026-27	Multi-Year Total
Total Revenues	\$0	\$42,500	\$125,000	\$167,500
FTA - ICAM Grant	\$0	\$34,400	\$100,000	\$134,400
Non-Federal Funds (Match)	\$0	\$8,500	\$25,000	\$33,500

AGENCY NAME - YOLO TRANSPORTATION DISTRICT (YoloTD)

RAISE GRANT

Yolo County Bike and Pedestrian Trail Network Planning Project - This planning project will engage the community in developing a plan for new multi-use trails to low-income, disadvantaged areas to jobs, healthcare, education, and services. Project activities will include conducting community outreach; mapping and prioritizing low-income, disadvantaged areas; completing conceptual design plans and cost estimates; and engineering priority trail segments.

The Yolo County Bike and Pedestrian Network Planning project is consistent with regional and local plans to maintain transportation facilities in a state of good repair and address current and projected vulnerabilities. The project is in direct alignment with the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy, which calls for establishing a transportation system with less reliance on SOVs and more opportunities to walk and bike.

The project was awarded to Yolo Transportation District (*formerly Yolo County Transportation District*). YoloTD has procured Fehr & Peers as project consultants under a federally compliant professional services selection process.

Tasks:

1. Project Management. (Ongoing)
2. Plan Development. (February -May 2025)
3. Environmental. (June 2026)
4. Right of Way. (June 2026)
5. Plans, Specifications & Estimates. (January 2026 – December 2026)

Final Products:

1. Tasks 1-7: Technical memorandum describing the assessment of community and agency values and the recommended performance measures for the Yolo Active Transportation Corridors Plan. (December 2026)
2. Tasks 1-7: Final Plan. (December 2026)

Previous Work Completed:

1. Existing Conditions Assessment. (January 2025)
2. Public Outreach & Community Engagement. (April 2025)
3. YoloTD Board and Yolo County Board of Supervisors affirmed the two priority segments. (July 2025)
4. Completed Draft Yolo Active Transportation Corridors Plan (January 2026)

	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Multi-Year Total
Total Expenses	\$0	\$370,432	\$161,967	\$262,396	1,105,205	\$1,700,000
Salaries, Benefits, Indirect	\$0	\$76,380	\$58,990	\$86,672	477,508	\$500,000
Consultants	\$0	\$293,602	102,977	\$175,724	627,697	\$1,200,000

	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	Multi-Year Total
Total Revenues	\$0	\$370,432	\$161,967	\$262,396	\$794,795
FTA - Raise Grant	\$0	\$293,602	\$106,049	\$185,255	\$584,876
Non-Federal Funds (Match)	\$0	\$76,830	\$55,918	\$77,171	\$209,919

APPENDIX B - STATE FUNDED COMPETITIVE GRANT PROJECTS

FY 2024-2025 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

Estimated Completion Date: June 30, 2027

Caltrans Sustainable Communities Planning Grants

Sustainable Transit Connections to Health Services Planning and Feasibility Study (\$218,472)

Applicant: City of Folsom

Sub-Applicants: Sacramento Regional Transit District

Description: The proposed Sustainable Transit Connections to Health Services Planning and Feasibility Study, in partnership with the Sacramento Regional Transit District (SacRT) and multiple stakeholders (including local medical facility partners), aims to proactively plan for sustainable transit connections that will support the planned future and rapid growth of the City of Folsom, reduce greenhouse gas emissions, relieve existing traffic congestion on Highway 50 and local roads, and provide an alternative regional transportation mode, improving access to jobs, services, and new healthcare facilities.

The project aims to develop a service and funding plan and would include route design, ridership forecasts, station area planning, public engagement, and negotiation of a unique multi-party sponsorship agreement, providing operating and capital funds for the new service.

The project will align with several current planning efforts, including, but not limited to the Folsom Light Rail Modernization Double Track Project, SACOG's Green Means Go Green House Reduction Program, and the City's General Plan and Folsom Plan Areas Specific Increased Residential Capacity Project by developing a new transit route that would serve the fastest growing area of the city (Folsom Plan Area) which is currently unserved by fixed-route transit.

The project is necessary in order to capitalize on a unique convergence of developments in our region; including the imminent enhancements to the Regional Transit's Gold Line, the early development stages of four new regional medical facilities (UC Davis, Dignity Health, Kaiser Permanente, and Sutter Health), and the growth of the Folsom Plan Area south of Highway 50.

Arden Way and Auburn Boulevard Vision Zero and Mobility Plan (\$399,120)

Applicant: City of Sacramento

Sub-Applicants: None

Description: The City of Sacramento proposes the Arden Way and Auburn Boulevard Vision Zero and Mobility Plan, a safety and mobility plan for Arden Way from Del Paso Boulevard to Ethan Way, as well as Auburn Boulevard and Harvard Street from Marconi Circle to Arden Way. Both Arden Way and Auburn Boulevard are part of the City's High Injury Network, with Arden Way identified as one of the top 10 corridors with the highest number of fatal and severe-injury crashes. Major deliverables include an analysis of existing conditions and meaningful and equitable community engagement resulting in a community-driven vision to transform the Arden Way and Auburn Boulevard corridors, designed to improve safety, increase active transportation and transit use, support housing infill, and support the struggling commercial businesses on the corridors. The project team will engage community leaders and organizations, residents, businesses, visitors, various City of Sacramento agencies, Sacramento Area Council of Governments (SACOG), Caltrans, Sacramento Regional Transit (SacRT), and others to understand the needs and experiences using these corridors.

This plan directly aligns with Caltrans' commitment to safety as a top priority identified in the Caltrans Strategic Plan, as well as local, regional, and State planning efforts including the City's Bicycle and Pedestrian Master Plans, Climate Action and Adaptation Plan (CAAP), Transportation Priorities Plan (TPP), and Vision Zero Action Plan; Sacramento Area Council of Governments (SACOG) Metropolitan

Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Green Means Go program; and Caltrans District 3 Active Transportation Plan.

Fruitridge Road Safety and Mobility Plan (\$381,100)

Applicant: City of Sacramento

Sub-Applicants: None

Description: The City of Sacramento is proposing the Fruitridge Road Safety and Mobility Plan (the Plan), a safety and mobility plan on Fruitridge Road/Seamas Avenue from I-5 to Stockton Boulevard to improve active transportation, transit access and operations, and multimodal safety and accessibility. Fruitridge Road is a major east-west connector across the City and County of Sacramento, and this Plan will work to improve connectivity to several local and regional funded efforts including the Del Rio Trail Project and the Sacramento Regional Trail Network (construction expected to be complete in Spring 2024), the Franklin Complete Streets Project (construction targeted to begin in 2024), and the Fruitridge Road Improvements Project to improve local and regional connectivity and access daily destinations.

The major deliverables include conducting an existing conditions analysis, alternatives analysis, and meaningful and equitable community engagement to create a safety and mobility plan to increase regional active transportation, mobility, connectivity, transit, and safety. The project team will engage community leaders, neighborhood associations, community-based organizations, residents, businesses, visitors, the City of Sacramento Community Development and Public Works Departments, Sacramento Area Council of Governments (SACOG), Caltrans, and Sacramento Regional Transit (SacRT) to understand the needs, experiences, and identify mobility solutions for people using the corridor.

This project aligns with local, regional, and State planning efforts including the City of Sacramento's Bicycle Master Plan, Climate Action and Adaptation Plan, Transportation Priorities Plan, and Vision Zero Action Plan; SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy and Green Means Go; and Caltrans District 3 Active Transportation Plan.

Reimagining Roseville Road Light Rail Station for Equitable Access (\$177,060)

Applicant: Sacramento Regional Transit District

Sub-Applicants: None

Description: The Reimagining Roseville Road Light Rail Station for Equitable Access Project focuses on reopening and enhancing access to the Roseville Road Light Rail Station via the Grand Ave bridge, which has been closed due to a recent fire and other illegal activities. Acknowledging the safety and maintenance challenges posed by the bridge, the project aims to redefine it as a community asset rather than a liability and intends to develop a plan to actualize this vision.

This planning effort involves community engagement to identify safety and access improvements, such as lighting upgrades, cameras, channelizers, bike/ped facilities, urban greening elements, artwork, and signage, fostering a safer and more accessible environment for the community north of the station and creating a genuine neighborhood amenity.

Sacramento Countywide Safe Routes to Transit (\$442,650)

Applicant: Sacramento Regional Transit District

Sub-Applicants: Civic Thread, Sacramento Area Bicycle Advocates

Description: In the face of increased demand for bicycle and pedestrian mobility, the Sacramento area currently lacks a countywide safe route to transit plan, resulting in existing gaps that create disjointed and less-safe access to transit. SacRT, in partnership with Civic Thread and Sacramento Area Bicycle

Advocates (SABA) will conduct a comprehensive review of active transportation plans, including SacRT's Bus Stop Improvement Plan (BSIP), to analyze conditions, prioritize locations, and formulate recommendations for safe routes to transit options. Through community engagement, the planning effort aims to transform a car-centric environment into a safer and more comfortable atmosphere for cyclists and pedestrians to connect with transit services, ensuring equitable transportation by mitigating obstacles encountered by transit riders of all ages and abilities. The final plan will support SacRT in future funding endeavors and other agency development projects requiring VMT mitigation and affordable housing financing strategies.

Bicycle, Pedestrian, and Trails Master Plan Update (\$309,855)

Applicant: City of West Sacramento

Sub-Applicants: None

Description: The Bicycle, Pedestrian, and Trails Master Plan (BPTMP) Update will bring the City's active transportation plans up to date by using better community engagement methods, incorporating completed work, and adding new projects to improve the network.

The 2018 BPTMP included four "signature projects" with conceptual designs and an affirmative statement that they are the City's priority, and the City has completed one and begun construction on the remaining three. The City will use the BPTMP Update to identify further ambitious goals for signature projects. These will probably include the following projects the City knows to be community priorities from our ongoing engagement:

- A trail crossing of the Port of West Sacramento's Barge Canal
- A trail crossing of railroad embankments that isolate the Bryte-Broderick area

The Update is essential because the City has been denied federal funding due to USDOT determining that the current BPTMP is outdated.

The City of West Sacramento has received California HCD's Pro-Housing Designation.

Vehicle Miles Traveled Reduction and Mitigation Fee Program (\$354,120)

Applicant: City of West Sacramento

Sub-Applicants: None

Description: Senate Bill 743 (SB 743) replaced vehicle delay with Vehicle Miles Traveled (VMT) as a finding of significance under the California Environmental Quality Act (CEQA), and the City desires to establish a VMT mitigation fee to support mobility improvements that would be more effective in reducing VMT and to streamline CEQA clearance. This project analyze best-practices (e.g. statutory requirements, legal requirements, and pending legal cases) for VMT mitigation strategies; develop criteria to determine developments and transportation projects subject to the VMT Reduction Program; establish VMT metrics and thresholds for the Traffic Impact Fee and Traffic Impact Analysis Guidelines; identify projects and programs to be funded by the VMT Mitigation Fee; and recommend a VMT mitigation fee structure (may require nexus analysis and/or calculation and establishment of a fee) through a program that considers local needs, goals, and equity. The City will coordinate with internal departments on the critical and necessary updates the 2005 Traffic Impact Fee and 2006 Traffic Impact Analysis Guidelines for compliance with SB 743. The City will also work with technical stakeholders (i.e. Caltrans, Sacramento Area Council of Governments, Yolo County Transportation District, Yolo-Solano Air Quality Management District, Sacramento Metropolitan Air Quality Management District, and Yolo County) and conduct outreach to prepare an equity-based program. A VMT Reduction and Mitigation Program is consistent with policies in the City's Mobility Element (adopted January 2024), and can provide a funding source and/or support the implementation of projects/programs identified the City's Bicycle, Pedestrian, and Trails Master Plan; West Sacramento Mobility Action Plan; the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy; and state related efforts to invest

in active transportation, climate change reduction, and underserved communities.

Caltrans Climate Adaptation Planning Grants

Heat Resilient Transportation System Implementation Plan (\$441,000)

Applicant: City of Elk Grove

Sub-Applicants: None

Description: The City of Elk Grove is working to adapt to the effects of climate change and address urban heat island (UHI) with the development of a Heat Resilient Transportation System Implementation Plan. Extreme heat is already being felt as a major impact of climate change for the city, with the number and severity of extreme heat events expected to worsen over the coming decades, affecting the City's transportation system (with decreases in functionality and increases in failures), vulnerable populations, and community functions. The Heat Resilient Transportation System Implementation Plan will build off work completed by the City in the Community Mobility Resilience Plan, approved in 2021, which identified vulnerabilities and strategies for the City to address extreme heat. In addition, it will align with work completed for the region in the Capital Region Urban Heat Island Mitigation Project, led by the Sacramento Metropolitan Air Quality Management District and the Local Government Commission, and support efforts by the State detailed in Protecting Californians From Extreme Heat: A State Action Plan to Build Community Resilience.

This project will identify specific actions related to cool pavement technologies, increased shading needs, and other options for addressing UHI along the roadways, sidewalks, trails, transit stops, and parking lots in Elk Grove. It will also identify needed updates to City ordinances, policies, guidelines, and design standards to address UHI contributions from the transportation system.

Rancho Murieta Resilience Plan (\$381,100)

Applicant: County of Sacramento

Sub-Applicants: None

Description: The Rancho Murieta Resilience Plan is a data-driven approach to making a more resilient Rancho Murieta. Recent wildfires and flooding in areas surrounding Rancho Murieta revealed improvements needed in the transportation system that would improve community safety. SacDOT must make informed decisions on infrastructure needs to better facilitate evacuation and emergency response during future wildfire and flooding events. To that end, Sacramento County will engage important stakeholders in developing the Rancho Murieta Resilience Plan, likely including the established Rancho Murieta Fire Safe Council, various County agencies, California Department of Forestry and Fire Protection (CAL FIRE), the Miwok Native American tribe, and more.

Climate Change Vulnerability Analysis for Live Oak and Gilsizer Drainage Districts (\$314,500)

Applicant: County of Sutter

Sub-Applicants: None

Description: Sutter County is experiencing localized flooding and infrastructure failures in many areas due to climate change and inadequate culvert capacities, which disrupts transportation, damages infrastructure, and creates a safety issue. This project will conduct a vulnerability analysis of the Gilsizer and Live Oak drainage districts, including the existing culverts running under County-owned and maintained roadways for impacts due to climate change. The analysis will evaluate the existing culverts, including both hydraulic capacity and structural integrity. The analysis will then evaluate the existing systems' ability to convey the anticipated flows predicted using the State's latest climate prediction

models.

The County will utilize the findings of this analysis to prioritize system improvements to accommodate the impacts of climate change.

Climate Change Vulnerability Analysis for Rural Road Culverts (\$901,800)

Applicant: County of Yuba

Sub-Applicants: None

Description: Yuba County is beginning to experience localized flooding in many rural areas due to inadequate culvert capacities, which disrupts transportation and creates a safety issue. This project will conduct a vulnerability analysis of the estimated 4,000 existing culverts running under County owned and maintained rural roadways for impacts due to climate change. The analysis will inventory the existing culverts, including location, diameter, pipe material, length, condition, and depth below the roadway. The analysis will then evaluate the existing culverts' ability to convey the anticipated flows predicted using the State's latest climate prediction models. The County will utilize the findings of this analysis to prioritize replacement of culverts that cannot accommodate the impacts of climate change.

Placer County Evacuation & Transportation Resiliency Plan (\$630,000)

Applicant: Placer County Transportation Planning Agency

Sub-Applicants: County of Placer

Description: To address Placer County's growing climate vulnerability, the Placer County Evacuation & Transportation Resiliency Plan (ETRP) will analyze the county's multimodal transportation system and assess constraints hindering evacuation under a range of extreme events, including areas within high fire severity zones, state responsibility areas, and other areas prone to disasters such as extreme heat/poor air quality, heavy precipitation/flooding/landslides, extreme snow events, and public safety power shutoffs. This planning effort will improve our understanding of capacity, safety, and viability issues under a range of emergency scenarios. This plan will also help Placer County meet the requirements of AB 747 and AB 1409 by identifying evacuation locations and potential sites for Community Resilience Hubs.

FY 2025-2026 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

Estimated Completion Date: June 30, 2028

City of Davis Active Transportation Plan (\$442,600)

Applicant: City of Davis

Description: The City of Davis proposes to develop a city-wide Active Transportation Plan (Plan) with the goal to increase the active mode share trips by 5% by 2040 with the development of innovative and data-proven successful projects, programs and policies that will reduce vehicle miles traveled and greenhouse gas (GHG) emissions (transportation accounts for 74% of GHG emissions in the City of Davis), improve access to transit stops, and enhance safety for all. The Plan will be informed by robust community outreach and the City will work with both our vocal and underrepresented community members and advocacy groups such as Cool Davis, Bike Davis, Strong Towns Davis, Davis Downtown Business Association, Davis Chamber of Commerce, Yolo Cares, Yolo County, the school district, church-based groups, SACOG, identity-based organizations, aging community organization and homelessness service providers to inventory the existing conditions, identify resident's needs and desires, and identify projects, programs and policies and prioritize the outcomes. Major deliverables include an executive summary designed for decisionmakers and community members filled with

graphics and easy to read maps and a technical document which includes recommended prioritized short- and long-term projects, programs and policies to increase active transportation mode share. The Plan will have a strong nexus with existing plans such as the City of Davis's 2023 Climate Action and Adaptation Plan and 2023 Local Road Safety Plan; SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy; and the California Transportation Plan 2050, thereby furthering California's goal of creating a transportation system that is equitable, safe, sustainable, integrated, and efficient for all.

Yuba City Electric Vehicle Infrastructure Plan (\$270,016)

Applicant: City of Yuba City

Description: The City of Yuba City requests \$270,016 to develop the Yuba City Electric Vehicle (EV) Infrastructure Plan within city limits, located in Sutter County (14.7 square miles, population 69,058 including 31,360 residents in disadvantaged Census Tracts) just 40 miles north of Sacramento where the City is the trading and service center for the surrounding agricultural area. The City proposes to develop an EV infrastructure plan to strategically plan for public EV infrastructure and City-owned fleet upgrades, prioritizing safety, equity, and sustainability while mitigating climate change by reducing greenhouse gas emissions from combustion engines. This initiative will foster a resilient urban environment, ensure equitable access to EV infrastructure, and promote public health through cleaner air and reduced environmental impacts. Stakeholders include Sacramento Area Council of Governments (SACOG), Feather River Air Quality Management District, Yuba-Sutter Chamber of Commerce, Yuba City Downtown Business Association, and Blue Zones Project to contribute to the Plan and assist with public outreach. This Plan will support California's Executive Order N-79-20, requiring automakers to increase the number of zero-emission light-duty vehicles each year starting in 2026 and until 100% of vehicles sold are zero-emission light-duty vehicles by 2035, the Yuba City Resource Efficiency Plan, and the 2015 Sacramento Region Transportation Climate Adaptation Plan.

West Sac Forward Transit Priority Plan (\$431,490)

Applicant: City of West Sacramento

Description: With West Sacramento experiencing some of the strongest growth in the region this century; planned Sacramento Regional Transit (SacRT) light rail transit construction into West Sacramento starting in 2026; public On-Demand Rideshare services growing in popularity; and existing Yolo County Transit District (YoloTD) bus and paratransit service changes anticipated - the City of West Sacramento in partnership with SacRT, YoloTD, and Via, with support from Sacramento Area Council of Governments (SACOG) proposes to develop the "West Sac Forward Transit Priority Plan": an innovative sustainable public transit plan rooted in community feedback and collaborative public participation. Using Sustainable Communities funding, our agencies will team-up to analyze existing systems targeting efficiency, effectiveness, and seamless integration of public bus, rail, rideshare, and planned rapid transit systems to better serve residents and local workforce through new policies, strategies, and recommended infrastructure improvements. Objectives include reducing transit delay, increasing reliability and resiliency, increasing ridership, improving access and mobility for equity priority communities and transit-dependent populations, reducing Greenhouse Gas (GHG) emissions, reducing congestion and Vehicle Miles Traveled (VMT), and improving traffic safety while balancing service cost and system performance.

The final deliverable: a transformative plan with recommended improvements that support healthy, diverse communities and strengthen the economy by implementing the City's Strategic Plan and Mobility Action Plan, YoloTD's Short Range Transit Plan, and the SACOG 2025 Blueprint Triple Bottom Line strategic goals of Equity, Economy, and Environment - which complement Caltrans' six Strategic Plan Goals, meet grant objectives, and achieve CTP 2050 vision and Statewide Transit Strategic Plan

objectives prioritizing cost-effective public transit services with improved mobility, social equity, and reduced GHG emissions.

Placer-Sacramento Gateway Plan Update (\$520,000)

Applicant: Placer County Transportation Planning Agency

Description: This grant proposal will update the Placer-Sacramento Gateway Plan, a comprehensive multimodal corridor plan developed in 2020 in partnership with regional and local agencies. The objective of the Gateway Plan Update is to identify and fund projects designed to reduce congestion through performance improvements that balance transportation needs, community impacts, with environmental benefits along the highly traveled 40-mile Gateway Corridor that includes segments of I-80, Bus 80, and SR 65, as well as parallel local roadways, transit, and bikeways. The Update will translate the goals from the Gateway Plan into an actionable list of regional projects to pursue over the next five years in a coordinated transportation funding effort. The Update represents a critical step in advancing a collaborative, forward thinking planning process that furthers the region's MTP/SCS by prioritizing sustainability, equity, and multimodal and environmental solutions to create a balanced transportation system in alignment with SB 1 objectives.

Caltrans Climate Adaptation Planning Grants

Yuba County - Climate Action & Adaptation Plan (\$440,000)

Applicant: County of Yuba

Description: The County proposes to prepare a Climate Action & Adaptation Plan for adoption by the County's Board of Supervisors. The Plan will identify transportation system vulnerabilities and climate-related risks to existing transportation infrastructure users; identify adaptation planning projects that address those vulnerabilities and risks; and set into place climate projects for future programming into local or regional transportation plans, or both.

Climate-related risks will, at a minimum, include Severe Weather – Extreme Heat, Flood, and Wildfire.

Wilton Area Roadway Resiliency Project (\$650,000)

Applicant: Sacramento County

Description: The Wilton Area Roadway Resiliency Project (Project) entails the development of a Resilience Improvement Plan to enhance the ability of existing surface transportation assets to withstand flooding and wildfires associated with extreme climate events. Located along the Cosumnes River, the Wilton Community has history of severe flooding events and wildfires that have damaged the community, closed roadways within the region's evacuation network, and have resulted in fatalities. Sacramento County Department of Transportation will work closely with Caltrans and multiple stakeholders to analyze climate impacts, understand community needs and concerns, identify and prioritize potential improvements, and prepare 30% design plans and estimates for improvements identified by the plan. The Project is included in Caltrans' Resiliency Improvement Plan, and is consistent with and will coordinate with other state, regional, and local plans.

Caltrans Strategic Partnerships Grants

CARTA Regional Toll Equity Study (\$500,000)

Applicant: Sacramento Area Council of Governments

Description: Consistent with local and statewide plans, the Sacramento Region (Sacramento, Yolo, Placer, El Dorado, Yuba, and Sutter counties) is developing our first toll lanes to reduce greenhouse gas emissions, improve transit reliability, and manage freeway congestion in our growing region. To deliver

an equitable toll lane system, the Sacramento Region needs to evaluate the impact of toll lanes on low-income, disadvantaged, and other equity-priority communities; reduce disparities in benefits and burdens for those communities; and enhance transportation access for all users. The CARTA Regional Toll Equity Study (Study) will fill this gap by reviewing toll equity best-practices, analyzing how toll lanes will impact travel for equity-priority communities, and providing a clear and actionable roadmap to deliver an equitable toll lane network in the Sacramento Region. The Study will be led by the Capital Area Regional Tolling Authority (CARTA), a joint power authority between SACOG, Caltrans District 3, and Yolo Transportation District (YoloTD) that is the new designated tolling authority for the Sacramento Region.

APPENDIX C - OTHER REGIONAL PLANNING PROJECTS: PLANNING AND PROGRAMMING

Surface Transportation Block Grant (STBG) Funded Projects

Sacramento Avenue Complete Streets Corridor Improvement Plan (\$272,670)

Lead Agency: City of West Sacramento

Description: Outline a vision of transportation and land enhancements for the Sacramento Avenue Corridor. Planning work includes documenting existing conditions and challenges, providing design recommendations, and presenting an implementation plan. Completion Date: June 2026

SAC-PLA I-80 Managed Lanes: Project Study Report (\$250,000)

Lead Agency: SACOG

Description: On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report - Project Development Support (PSR-PDS) to study potential conversion of the existing High Occupancy Vehicle (HOV) lane to a different facility, including an evaluation of pricing and/or tolling. Completion Year: 2025

YOL 80 Managed Lanes - Tolling Advance Planning (\$2,000,000)

Lead Agency: YoloBus/YCTD

Description: In Yolo County, on Interstate 80 between Solano and Sacramento counties: Tolling Advance Planning (TAP) activities include Concept of Operations, revised Traffic & Revenue Study, Outreach, development of Governance Structure, Tolling Authority Application to the California Transportation Commission, Toll System Procurement RFP, and Equity Framework and Program. Completion Year: 2029

Green Line (DNA) Light Rail - Overall (3,337,001 STBG Funds Transferred to FTA)

Lead Agency: SacRT

Description: This phase of the Green Line to the Airport (DNA) Light Rail Project will consist of two discrete yet connected efforts. For the segment of the Green Line near and adjacent to the Sacramento Intermodal Transfer Center (SITF), the effort will entail the preparation of Draft EIS (and EIR), its circulation for public review and comment, addressing the comments and will culminate with a Final EIS and (EIR). The segment of the project adjacent to the SITF will be coordinated with on-going Sacramento Streetcar planning, environmental review, and design development. For the remainder of the 13-mile corridor, the effort will entail the preparation of a Draft EIS (and EIR) only and its circulation for public review and comments. An MOS will also be identified for this maintenance locations of the Green Line, evaluate downtown Sacramento rail/traffic effects of the proposed service, prepare the necessary technical information and for a New Starts evaluation under MAP-21, and involve the community and stakeholders in an outreach program for both efforts. Advanced conceptual engineering and preliminary engineering in key areas with

potential for environmental impacts that may require mitigation strategies for the EIS will be completed. Completion Year: 2027.

FTA 5307

10-Year Capital Improvement Plan (\$100,000)

Applicant: Yolo County Transportation District (YCTD)

Description: Prepare and adopt a 10-year Capital Improvement Plan to prioritize capital expenditures, including rolling stock, facilities upgrades & improvements, and public right of way projects. Project not started.

Yolo County Transit District (YCTD) Short Range Transit Plan (SRTP) and Zero Emission Fleet Plan (\$127,600,000)

Applicant: Yolo County Transportation District (YCTD)

Description: Prepare and develop Short Range Transit Plan (SRTP). The SRTP is a statement of the District's near-term transit service improvement priorities and associated capital improvement needs. The SRTP should be updated every 2- 3 years. The current plan was completed in 2016.

SACOG Transit Asset and Grant Management Software (\$266,110)

Applicant: SACOG

Description: Support regional transit operators in complying with FTA transit asset management (TAM) requirement including capital asset inventories, condition assessments, and useful life/asset replacement tracking. The asset inventory and condition data must also be reported to the NTD. Provide grants management support as well as planning and programming activities necessary to submit transit grant applications to the FTA. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5307 federal funds will fund 100% of this project. This project will use FFY 2020 FTA 5307 funds.

Date: April 2027

Remix (Via) Software and Transit Technical Assistance (\$671,440)

Applicant: SACOG

Description: Remix Software, Inc. (Via) is the sole manufacturer and service provider of the only cloud-based software service that offers an integrated package of data tools to analyze a broad range of transit route planning considerations. SACOG staff will provide transit planning and other technical assistance using Remix (Via). Toll/Transportation Development Credits will be used for match.

Date: December 2028

Wayfinding Design Guide (\$101,000)

Applicant: SACOG

Description: The document will provide standards for connectivity signage at transit stops and stations that provide regional connections. The guide's purpose is to efficiently and safely guide and direct the public from one transit system to another transit/transportation system, including schedule information and information regarding transfers between different transit systems, and to other transportation modes (micromobility, regional destinations, trails, etc.)

Date: December 2026

Federal Discretionary – STBG Grant

Simpson Lane Bridge – Planning/Feasibility Study (\$500,000) - Bridge Investment Program (BIP)

Applicant: Yuba County

Description: In the unincorporated community of Linda: Simpson Lane Bridge over Yuba River; Conduct a planning study to evaluate the alternatives between rehabilitating and replacing the existing bridge.

Date: December 2026

Sunrise Blvd Bridge over American River (\$1,000,000) - BIP

Applicant: Sacramento County

Description: On Sunrise Boulevard over the American River, between S Bridge Street and Howard Street. This feasibility study project is proposed to guide Sacramento County toward a safe, cost effective, and sustainable solution to address scour damage while enhancing the safety, efficiency, and reliability of people and freight movement over bridges.

Date: December 2029

GLOSSARY

AB – Assembly Bill

ADA – Americans with Disabilities Act

AFFH – Affirmatively Furthering Fair Housing

ALUC – Airport Land Use Commission

ALUCP – Airport Land Use Compatibility Plans

AOPP – Areas of Persistent Poverty grant

ATP – Automated Trip Planning OR Active Transportation Program

BCAG – Butte County Association of Governments

BIP – Bridge Investment Program

BLM – Bureau of Land Management

BOR – Bureau of Reclamation

BPTMP – Bicycle, Pedestrian, and Trails Master Plan

BIP – Bridge Investment Program

CAAP – Climate Action and Adaptation Plan

CAG – Community Advisory Group

CALCOG – California Association of Councils of Government

CalFire – California Department of Forestry and Fire Protection

CalSTA – California State Transportation Agency

CALTRANS – California Department of Transportation

CARB – California Air Resources Board

CARTA – Capitol Area Regional Tolling Authority

CBO – Community Based Organizations

CCJPA – Capitol Corridor Joint Powers Authority

CEQA – California Environmental Quality Act

CFPG – California Federal Programming Group

CFR – Code of Federal Regulations

CMAQ – Congestion Mitigation and Air Quality

CMP – Congestion Management Process

COG – Council of Governments

CPG – Consolidated Planning Grants

CRP – Carbon Reduction Program

CTC – California Transportation Commission

CVR-SAFE – Capitol Valley Service Authority for Freeways and Expressways

CY – Calendar Year

DOD – U.S. Department of Defense

DOT – Department of Transportation

EDCTC – El Dorado County Transportation Commission

EEI – Engage Empower Implement

EIR – Environmental Impact Report

EIS – Environmental Impact Statement

EMFAC – Emission FACtors

EPA – Environmental Protection Agency

ETRR – Evacuation and Transportation Resiliency Plan

EV – Electric Vehicle

FAST Act – Fixing America’s Surface Transportation Act.

FFY—Federal Fiscal Year

FHWA – Federal Highway Administration

FHWA PL - Federal Highway Administration Planning

FLMA – Federal Land Management Agency

FPPC – Fair Political Practices Commission

FTA – Federal Transit Administration

FSP – Freeway Service Patrol

FSTIP – Federal Statewide Transportation Improvement Program

FWS – US Fish and Wildlife

FY – Fiscal Year

GHG – Greenhouse Gas

GIS – Geographic Information System

GMG – Green Means Go

GTFS – General Transit Feed Specification

HBP – Highway Bridge Program

HCD – California Department of Housing and Community Development

HOV—High-Occupancy Vehicle

HSIP – Highway Safety Improvement Plan

ICAM – Innovative Coordinated Access and Mobility Grant

IIP – Interregional Improvement Program

ITS – Intelligent Transportation Systems

IVR – Interactive Voice Response System

JPA – Joint Powers Agreement

LEHD – Longitudinal Employer-Household Dynamics

LTF – Local Transportation Fund

MAP-21 – Moving Ahead for Progress in the 21st Century

MOU – Memorandum of Understanding

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

MTC – Metropolitan Transportation Commission

MTIP – Metropolitan Transportation Improvement Program

MTP – Metropolitan Transportation Plan

MTP/SCS – Metropolitan Transportation Plan/Sustainable Communities Strategy (2025 Blueprint)

NAAQS – National Ambient Air Quality Standards

NAE – Neighborhood Access and Equity grant program

NTD – National Transit Database

OWP – Overall Work Program

PCTPA – Placer County Transportation Planning Agency

PEAs – Planning Emphasis Areas

PEL – Planning & Environment Linkages

PEP – Project Evaluation Process

PM – Particulate Matter OR Performance Measures

POAQC – Project of Air Quality Concern

PPA – Project Performance Assessment

PSR-PDS – Project Study Report-Project Development Support

RAISE - Rebuilding American Infrastructure with Sustainability and Equity

RCN – Reconnecting Neighborhoods grant

REAP – Regional Early Action Planning OR Racial Equity Action Plan

RFP – Request for Proposal

RHNA – Regional Housing Needs Allocation

RIP – Regional Improvement Program

RPA – Regional Planning Agency OR Rural Planning Assistance

RPP – Regional Planning Partnership

RSTP – Regional Surface Transportation Plan

RTIP—Regional Transportation Improvement Program (same as MTIP)

RTP – Regional Transportation Plan

RTPA – Regional Transportation Planning Agency

SACOG – Sacramento Area Council of Governments

SABA – Sacramento Area Bicycle Advocates

SacRT – Sacramento Regional Transit

SACSIM – Sacramento Activity-Based Travel Simulation Model

SAFE – California Service Authority for Freeways and Expressways

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SB – Senate Bill

SCG – Staff Coordinating Group

SCO – State Controller’s Office

SCS – Sustainable Communities Strategy

SDC – State Data Center

SGR – State of Good Repair

SIP – State Implementation Plan

SITF – Sacramento Intermodal Transfer Center

SJCOG – San Joaquin Council of Governments

SMF – SACOG Managed Funds

SOV—Single-Occupant Vehicle

SPR or SP&R – State Planning and Research

SRTD – Sacramento Regional Transit District (SacRT)

SRTP – short-range transit plan

SS4A – Safe Streets for All

STA – Sacramento Transportation Authority

STA Fund – State Transit Assistance Fund

STBGP – Surface Transportation Block Grant Program

STIP – State Transportation Improvement Program

STRAHNET – Strategic Highway Network

TAC – Technical Advisory Committee

TAM – Transit Asset Management

TAP – Tolling Advance Planning

TCC – Transit Coordinating Committee

TDA – Transportation Development Act

TDM – Transportation Demand Management

TIRCP – Transit and Intercity Rail Capital Program

TMA – Transportation Management Associations

TPP – Transit Priorities Plan

TRB – Transportation Research Board

TRPA – Tahoe Regional Planning Agency

UHI – Urban Heat Island

USACE – US Army Corps of Engineers

USDOT — U.S. Department of Transportation

USFS – US Forest Service

VMT – Vehicle Miles of Travel or Vehicle Miles Traveled

WE – Work Elements

YoloTD – Yolo Transportation District (formally Yolo County Transportation District (YTD))

WHAT WE DO

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within.

The Sacramento Area Council of Governments serves as joint powers authority of city and county governments in El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties. As the only public agency with members from all 28 jurisdictions in greater Sacramento region, SACOG plays a unique role as the place where local governments can come together to take on critical issues facing the region and to tackle problems that are too big for any one jurisdiction to solve on its own. SACOG is tasked by state and federal law with long-range planning for the region but also plays an important role in working with our local partners to advance more immediate solutions to some of the region's shared challenges of transportation, housing, air quality, climate change and the protection of the region's agricultural and natural resources.

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