



# SYSTEM PRESERVATION SACOG FEDERAL FUNDING CYCLE GUIDELINES

## 2026 FUNDING CYCLE

### APPLICATION AND GUIDELINES RELEASE DATE:

**Approved October 17, 2024**

**Updated February 10, 2026**

### APPLICATIONS DUE:

**May 8, 2026 - 4:00 PM**



**Note:** This document contains the guidelines for the System Preservation Program of the Sacramento Area Council of Governments (SACOG) Federal Funding Cycle. It has been adapted from the Regional Federal Funding Program Guidelines adopted by the SACOG Board in October 2024 and updated to be consistent with federal changes and SACOG program logistics since adoption. Separate standalone guidelines are available for the System Performance Program and the Next Generation Solutions and Clean Air Program.

The program grants funding from the Surface Transportation Block Grant Program (STBGP) to local government agencies and their partners for projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board of Directors.

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## Reference Information

### Schedule

Please note all dates are subject to change. To view the most recent information please go to:  
<http://www.sacog.org/funding/regional-funding-programs/federal-funding-cycle/system-preservation-program>

|                                  |                                                                                                    |
|----------------------------------|----------------------------------------------------------------------------------------------------|
| <b>March 19, 2026</b>            | Call for Projects begins with Board Approval of Budget, Timeline, and Evaluation Criteria          |
| <b>April 6, 2026</b>             | <b>Pre-application Form Due by 4:00 PM</b> (required for pre-application consultation)             |
| <b>April 13 – April 24, 2026</b> | Pre-application Consultations with SACOG staff                                                     |
| <b>May 8, 2026</b>               | <b>Application Due by 4:00 PM</b>                                                                  |
| <b>August 3, 2026</b>            | Staff Releases Project Award Recommendations                                                       |
| <b>August 6, 2026</b>            | Transportation Committee recommends project awards to the SACOG board for final approval           |
| <b>August 19, 2026</b>           | SACOG board takes final action on recommended projects and determines final program funding amount |
| <b>February 2027</b>             | Initiate programming and federal authorization request process                                     |

# 1 Introduction

In 2023 the SACOG Board directed staff to convene a board working group to guide the creation of the next Regional Funding Round. To complement the board group, SACOG staff also organized a staff working group to facilitate more in-depth conversation to inform guideline development. The board working group is comprised of six SACOG board members, one from each county, and the staff working group is comprised of representatives from local agencies across the region, including public works, planning, and transit agency staff. These Regional Funding Round Programs were created through an eighteen month process that was guided by the two working groups.

The program balances the requirements and eligibility of SACOG's funding sources, SACOG's regulatory requirements, and the needs of SACOG's member jurisdictions. The SACOG Federal Funding Cycle consists of three federally funded programs: the Next Generation Solutions and Clean Air program to align with Congestion Mitigation and Air Quality (CMAQ) funds, and the System Performance Program and System Preservation Program to align with Surface Transportation Block Grant Program (STBGP) funds. **This document provides program-specific guidance for the System Preservation Program. The Next Generation Solutions and Clean Air Program (NextGen) and the System Performance Program are addressed in separate standalone guidelines.**

In addition to the programs above, the Regional Funding Program includes a set of Priority Programs. Priority Programs are sub-programs that are designed to achieve one specific regional priority. These focused programs traditionally have smaller budgets and generally provide funding to projects that are not centered on capital investments as explicitly as the major programs discussed above. SACOG is carrying forward the Priority Programs that have either been administered in years past, and/or that have already been dedicated funding by the SACOG board. These include Engage, Empower, and Implement (EEI), Sustainable Mobility (formerly Mode Shift), Sacramento Emergency Clean Air Transportation Program (SECAT), and Spare the Air. In addition, SACOG has added two new programs for this category – the Regional Pavement Management Program and the Freeway Service Patrol Program (FSP).

As part of SACOG's commitment to work toward a just and equitable region that addresses the historic wrongs and where health and economic outcomes for all groups are improved, the Regional Funding Program incorporates socio-economic and racial equity as an objective across the programs. Sponsors can draw on data and analysis, either from SACOG or local sources, as evidence of how their project benefits these communities. Equity will be address through three elements that will be integrated in to the application: Community Engagement, Project Benefit and Impacts, and Project Location and Existing Conditions. These elements are labeled in each of the Application Contents in Section 2 of this document

## 1.1 FUNDING

Financial support for the SACOG System Preservation program is provided through federal funding sources, specifically the Surface Transportation Block Grant Program (STBGP). The funding estimate for the federal programs will be adopted by the SACOG Board of Directors prior to the

release of the call for projects. That estimate will include the specific budgets for the all Federal Funding Cycle programs, System Preservation Program, Next Generation Solutions and Clean Air, and System Performance, as well as the SACOG Priority Programs.

The overall selection of projects is dependent on the funding available. Projects are anticipated to be programmed into FFY 2027-2028, 2028-2029, 2029-2030 of the MTIP; projects may receive an earlier funding if there is delivery failure for other projects programmed earlier in the MTIP, consistent with the SACOG Delivery Plan Process.

Projects selected for funding under the System Preservation Program must meet federal eligibility requirements for Surface Transportation Block Grant Program (STBGP) funding sources available to SACOG. CMAQ eligibility requirements do not apply to the System Preservation Program. Federal funding requirements apply to all federally funded projects. For capital projects, federal funds may be used for the preliminary engineering phase, which includes environmental work and design, as well as for right-of-way and construction phases.

SACOG reserves the right to award less than the amount reserved for each funding program in a given funding cycle. Additionally, SACOG encourages project applicants to seek other sources of funding that may be available, and to demonstrate the ability to absorb any cost overruns and deliver the approved project with no additional funding from the Regional Funding Program.

## 1.2 REGIONAL PROGRAM GOALS AND COMMITMENTS

The following program goals guide the System Preservation Program and the broader SACOG Federal Funding Cycle:

- **Meet federal and state performance objectives and policy goals.** Prior funding rounds have successfully helped the region meet federal and state performance targets, including safety, state of good repair, goods movement, and greenhouse gas emission reductions. These outcomes are critical for maintaining competitiveness for state and federal funding and are core objectives for the System Preservation Program and the broader Regional Funding Round.
- **Position region for competitive state and federal funding.** SACOG's technical assistance and strategic funding has supported successful federal and state grant applications. The System Preservation Program continues this approach by leveraging STBGP funding to reinvest in existing infrastructure and advance regionally significant preservation projects through SACOG Board action.
- **Implement policies from the 2025 Blueprint (MTP/SCS).** Focusing on the triple bottom line framework of equity, economy and environment, the Federal Funding Cycle will align with priorities that shape the long-range transportation landscape. The System Preservation Program supports implementation of the 2025 Blueprint by advancing projects aligned with the triple bottom line framework of equity, economy, and environment, with a focus on maintaining and preserving the existing transportation system.
- **Integrate equity considerations more fully into regional investment priorities.** The Regional Funding Program will incorporate equity into the funding process, while also prioritizing equity as part of partner project development. Elements include the new

Engage, Empower, and Implement program; affirming equity as a performance outcome in the core funding programs; and building a richer dataset through the Project Performance Assessment toolkit for use by applicants and the evaluation review groups.

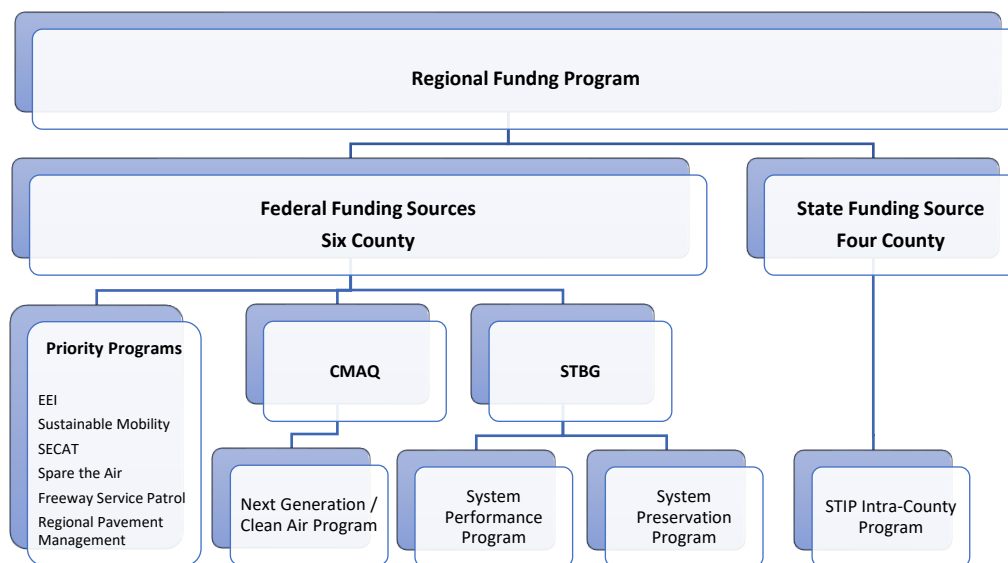
- **Prioritize state of good repair and fix-it-first.** Recognizing the growing maintenance needs of the region, the Regional Funding Program seeks to reinvest in existing infrastructure to maintain facilities in a state of good repair, allowing for safe and efficient travel for all modes.
- **Advance regionally identified programs.** The SACOG board has recently adopted plans and prioritized agency programs for the Regional Trail Network, Green Means Go, and regional high-capacity transit investments, among others. The SACOG Federal Funding Cycle will provide opportunity to continue implementation of these key projects.

### 1.3 FEDERAL FUNDING CYCLE PROGRAMS GUIDING THEMES

The following guiding themes inform the System Preservation Program and the broader SACOG Federal Funding Cycle:

- Greenhouse gas (GHG)/Vehicle miles traveled (VMT) reduction
- State of good repair/fix-it-first
- Urban and rural needs balance
- More certainty of funding
- Partnerships and regional support of projects
- Agency Strategic Plan and MTP/ SCS Policy Framework – Equity, Economy, and Environment

## 1.4 REGIONAL FUNDING ROUND PROGRAMS



### System Preservation Program

The System Preservation Program addresses the need for road preventative maintenance and the preservation of existing infrastructure to reduce the local agency backlog of road maintenance needs and prioritizes investment in major roadways and transportation assets that heavily contribute to the safe and reliable movement of people and goods throughout the region.

### Next Generation Solutions and Clean Air Program

The Next Generation Solutions and Clean Air Program is designed to foster the next generation of mobility solutions, including implementation of SACOG initiatives such as the Regional Transit Network Study and Regional Trails Network, as well as funding active transportation projects, ZEV implementation, Complete Streets projects, other infrastructure for high-capacity transit, streetscape corridors, and other projects that have air quality or multi-modal benefits.

### System Performance Program

The System Performance program is designed to advance projects that improve performance, safety, reliability, and efficiency of the existing regional transportation network. The program supports a wide range of investments in roadway, transit, and multimodal infrastructure that address operational deficiencies, congestion, goods movement, and safety needs. Funding for this program is provided through the Surface Transportation Block Grant Program (STBGP) Program.



## Priority Programs

The priority programs are designed to fund smaller budget, non-capital projects that achieve established regional priorities. Given the variety of potential projects, these programs utilize funding from the STBGP or CMAQ programs, depending on the eligibility requirements. Each of the programs described below have individual timelines and are administered independently of the larger Regional Programs. **Priority Programs have separate guidelines, timelines, and application requirements. Applicants interested in Priority Programs should refer to the individual program guidelines for detailed information.**

### 1.5 EXISTING PRIORITY PROGRAMS

#### Engage, Empower, and Implement

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

#### Sustainable Mobility Program (Formerly named Mode Shift)

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

#### Sacramento Emergency Clean Air Transportation (SECAT)

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

#### Spare the Air

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

### 1.6 NEW PRIORITY PROGRAMS

#### Regional Pavement Management Program

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

## Freeway Service Patrol

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

## 1.7 Project Eligibility

The following section outlines the project eligibility and application requirements specific to the System Preservation Program. Separate standalone guidelines describe eligibility and application requirements for the Next Generation Solutions and Clean Air Program and the System Preservation Program. A full application must be submitted to SACOG staff to be considered for funding. **A maximum of three (3) applications per agency may be submitted under the System Preservation Program.**

All of the following conditions must be met for a project to proceed in the evaluation process. Failure to meet each screening consideration will eliminate the project from further consideration.

1. Public agencies in the six-county region, Caltrans District 3, and special districts (e.g., air districts, JPAs, transit agencies) are eligible to apply if they have a master agreement with Caltrans to manage federal-aid funds or with the Federal Transit Administration (FTA) to manage FTA funds as an FTA Grantee.
2. Projects must be listed in the 2025 Blueprint or fit within a lump-sum project category. Lump sum project categories include road maintenance and reconstruction, transit vehicle replacements, operational improvements, Intelligent Transportation Systems, and bicycle and pedestrian investments. In other words, if your project is a road maintenance or operations, transit vehicle replacement, and/or bicycle/pedestrian project it meets the lump sum 2025 Blueprint eligibility requirement.

3. Projects must be identified as either an “exempt” or “non-exempt” project on the application to help determine eligibility related to air quality considerations. “Exempt” refers to any project listed by the U.S. Environmental Protection Agency (USEPA) as an approved exemption from a regional air quality analysis per 40 CFR Subpart A § 93.126 and 93.127. Non-exempt projects are still eligible if they are explicitly listed in the current 2025 Blueprint project list that has undergone an air quality conformity approval process. “Exempt” projects are typically considered “non-expansion” projects, while “Non-exempt” projects are typically considered expansion projects.
4. Project scopes must be federal-aid eligible for Surface Transportation Block Grant Program (STBGP) funding. Congestion Mitigation and Air Quality (CMAQ) Improvement Program eligibility requirements do not apply to the System Preservation Program. Federal-aid eligible projects are those that significantly contain transportation infrastructure in the public right-of-way. Activities or tasks within the project must be either categorized as “construction,” “environmental,” “design” or “right-of-way.” Projects in the Next Generation and Clean Air Program are required to demonstrate and quantify a reduction in regulated emissions, specifically carbon monoxide, ozone and particulate matter pollution.
5. In addition to funding for capital projects, project development funding for federal-aid eligible scope activities is also available for projects listed for implementation within the next ten years of the 2025 Blueprint.
6. Projects must provide a minimum of 11.47 percent match in non-federal funds towards the project cost, as is required for all federal aid funding projects.  
Example: For every \$100,000 of total project cost (grant and match combined), the Regional Program will pay up to \$88,530 for every \$11,470 of match provided by the project applicant. (For assistance calculating grant match you may use the Caltrans local match calculator [here](#).)
7. The project must be scheduled to begin construction no later than June 2029, with preliminary engineering and environmental analysis scheduled within three years.
8. A request for construction funding must demonstrate that environmental, engineering, and right-of-way are reasonably estimated in the application materials and the agency has the financial capacity for ongoing operations and maintenance.

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

## **1.8 PROJECT SELECTION PROCESS**

### **1.8.1 Advance Consultation & Sponsor Project Application Priorities**

- All potential applicants requesting a pre-application consultation are required to complete a short “pre-application form” (which will be provided as part of the pre-application consultation booking). The form provides background so that SACOG can offer input on project eligibility by program category and will be a helpful reference for the pre-application consultation meeting.
- SACOG staff will meet individually with any potential applicant who requests an advance consultation or pre-application consultation. Through these optional meetings, a sponsor’s transportation investment needs for a two to five-year period will be discussed and SACOG staff will offer information and advice about the various funding programs. Technical assistance (e.g., data, mapping) from SACOG may also be discussed during the consultation.
- Consultation will focus on the sponsor’s projects and planning documents (e.g., capital improvement program, pavement management system, transit asset management plan, active modes plans) in the context of the funding programs guidelines..
- SACOG will ask project sponsors to share and discuss local engagement efforts, including activities to engage underserved communities, that shape the discussion of the project and performance outcomes in the context of the program guidelines.
- SACOG seeks to engage with potential new project sponsors, including disinvested communities, who have been underrepresented in previous funding cycles. SACOG will ask sponsors to describe any need for technical assistance that offers capacity-building benefits towards application development.
- Performance outcomes and competitiveness of potential applications may be discussed, and technical assistance offered during this phase of work.
- The pre-application consultation phase ends at the date indicated in the Board approved timeline.

### **1.8.2 Interagency Consultations & Application Submittal**

- Applicants are encouraged to coordinate their application preparation work with relevant agencies and involve them in the consultation process (e.g., Caltrans, air quality management districts, adjacent cities and counties, transit districts, Placer County Transportation Planning Agency (PCTPA), El Dorado County Transportation Commission (EDCTC), or Sacramento Transportation Authority (STA) for Sacramento County project sponsors).
- Project sponsors must provide a priority ranking for all submitted applications in the program and an “overall prioritization” for how these applications are ranked in comparison to any applications in other SACOG funding programs. Cross-program prioritization requirements are addressed in the respective program guidelines.

### 1.8.3 Project Evaluation and Selection Process

- SACOG will utilize the Project Performance Assessment Tool to generate data about project benefits that can be compared to other projects. At the outset of the process, SACOG may also identify other technical tools and data to be used to evaluate projects.
- Projects sponsors from all six counties will submit applications to SACOG. In El Dorado County, EDCTC will submit a prioritized list of System Preservation Program applications to SACOG on behalf of all applicants in the county. In Placer County, PCTPA would submit a prioritized list of System Preservation Program applications to SACOG on behalf of all applicants in the county.
- SACOG will review all projects for eligibility and consistency with 2025 Blueprint goals prior to review panel evaluation.
- Projects will be reviewed by a six-county committee consisting of technical experts from SACOG, EDCTC, PCTPA, local transportation departments, and other transportation professionals.
- Projects will be prioritized across all six counties by the review committee using the criteria established by the SACOG Board of Directors at the beginning of the federal funding cycle, the technical experts will score and prioritize projects.
- SACOG staff will review recommendations and ensure all projects are scored using regional performance criteria. SACOG staff will set final regional list of priorities recommended to the Transportation Committee and SACOG Board.
- SACOG Transportation Committee reviews and recommends: As the policy committee over funding, the Transportation Committee would review the staff recommendation and make a recommendation to the full board.
- SACOG Board Selects Projects: Through its final action on the federal funding cycle recommendations, the board may modify the recommendations, and therefore retain the ultimate authority to select all projects that are consistent with board policy and applicable state and federal requirements.

## 1.9 Implementation

Successful applicants who are awarded funding under the System Preservation Program will be asked to:

- Amend their project into the Metropolitan Transportation Improvement Program (MTIP) via SACTrak, the online MTIP project database.
- Meet any required conditions placed on the project during the award process.
- Follow SACOG's delivery policy at the time of the award for obligating and spending the grant funds. The policy requires that project applicants honor the MTIP schedule and/or delivery commitment schedules for obtaining funds and implementing the phases of the project.
- Provide a local (non-federal) match. The required match for federal funding is 11.47 percent of the participating phase cost and/or the total participating project cost required for projects receiving federal funding in the Sacramento region. This does not include "in

kind” match but must be funding that is dedicated to eligible features within the project and included in its overall cost.

- Comply with Caltrans’ Local Assistance Procedures Manual, and Caltrans’ Local Assistance Program Guidelines.
- Comply with SACOG’s delivery guidelines at the time of the award. STBGP funds for the System Performance Program are made available on a first-come, first-served basis. The earliest opportunity to receive awarded funding is anticipated to be February 1, 2027.
- When a project is programmed in the MTIP and is ready for implementation, the lead agency requests a federal authorization (E-76) from Caltrans District 3 Local Assistance. Only after the project is authorized and/or allocated, can the sponsor incur expenses that will then be reimbursed from the grant.

## **1.10 Program Specific Goals and Objectives**

### **1.10.1 System Preservation Program**

The System Preservation Program is funded with federal Surface Transportation Block Grant Program (STBGP) funds and addresses the need for road preventative maintenance to reduce the local agency backlog of road maintenance needs and focus funding on major roadways that heavily contribute to the safety, reliability, and efficiency of movement of people and goods throughout the region.

Under this program, funding is focused on preservation and resurfacing of roadways functionally classified as major arterials or collectors. More specifically, the System Preservation Program seeks to fund projects in the following categories:

- Include existing transit routes;
- Are designated as freight or truck routes;
- Are located in a locally-defined equity priority area;
- Are located within areas that have existing or planned) transit-oriented development, mixed-use development, or are along major commercial corridors;
- Include existing active transportation or trail networks;
- Serve as key evacuation and/or emergency response routes, particularly for rural communities;
- Support regional goods movement such as farm-to-market routes and agritourism; **and/or**
- Provide access to schools, colleges, or other education centers.

## 2 Section 2. Application Contents Description

The SACOG Federal Funding Cycle application includes the following components for the System Preservation Program: (1) Project Application, (2) Project Programming Request, (3) Engineer's Cost Estimate, (4) either Project Performance Assessment (PPA), (5) Cost Effectiveness calculation, and (7) Adopted Agency Resolution.

As explained below, each sponsor needs to also include their Sponsor Priority Ranking Table (8) once per program, either as part of the submission for their highest priority project (i.e., no need to include the table in every submission). Sponsors may include additional graphics, visuals, or support letters (9), though these elements are optional.

Applications must use the templates provided on the SACOG website for the required elements.



**IMPORTANT:** Not all Federal Funding Cycle programs require every application component; the table below identifies the required components by program.

| Ref. No. | Application Content                                                               | Next Generation Solutions & Clean Air Program | System Performance Program | System Preservation Program |
|----------|-----------------------------------------------------------------------------------|-----------------------------------------------|----------------------------|-----------------------------|
| 1        | <b>Project Application</b>                                                        | X                                             | X                          | X                           |
|          | <i>Project Background</i>                                                         |                                               |                            |                             |
|          | <i>Community Engagement</i>                                                       |                                               |                            |                             |
|          | <i>Performance Outcomes</i>                                                       |                                               |                            |                             |
|          | <i>Leverage &amp; Cost Effectiveness</i>                                          |                                               |                            |                             |
| 2        | <b>Simplified Project Programming Request</b>                                     | X                                             | X                          | X                           |
| 3        | <b>Engineer Cost Estimate</b>                                                     | X                                             | X                          | X                           |
| 4        | <b>Project Performance Assessment: Data Table / Transit Asset Management Data</b> | X                                             | X                          | X                           |
| 5        | <b>Cost Effectiveness calculation</b>                                             |                                               | X                          | X                           |
| 6        | <b>CMAQ calculation</b>                                                           | X                                             |                            |                             |

|   |                                                             |   |   |   |
|---|-------------------------------------------------------------|---|---|---|
|   | <i>(See page 23 for more information)</i>                   |   |   |   |
| 7 | <b>Adopted Agency Resolution</b>                            | X | X | X |
| 8 | <b>Sponsor priority ranking table</b>                       | X | X | X |
| 9 | <b>Optional additional graphics, maps, visuals, letters</b> | X | X | X |

## 2.1 PROJECT APPLICATION

Complete the narrative-based questions and prompts contained in the application. The application provides suggested lengths but does not require a minimum or maximum length for question responses. If necessary, you may expand any of the application text boxes to fully answer the question, including carrying responses onto subsequent pages or attaching additional pages consistent with the provided templates.

Below are more detailed instructions for several of the questions

### 2.1.1 Project Background Section

The **project description** should be concise, and provide a one-to-two-sentence description of your project; do not include purpose, benefits, or anything beyond a short description of the work to be done. SACOG will use the description to program the project in the MTIP via SACTrak (if it's new); therefore, ensure that the description includes all relevant scope necessary for federal approvals. Do not include any additional scope that won't be delivered by this particular project. Use the following structure:

Location, facility, limits: Scope of Improvements (Repeat for multiple locations or limits).

#### Example Project Descriptions:

Ex. 1 In Rancho Cordova, on Folsom Blvd., from Bradshaw Rd. to Horn Rd.: Streetscape improvements, including sidewalk gap closure, new bifurcated sidewalks (on south side of Folsom Blvd.), new Class II bike lanes, and landscaped medians.

Ex. 2 In Elk Grove, along the south side of Elk Grove Creek from Laguna Springs Drive to Oneto Park: Construct a separate Class I (off-street) bicycle/pedestrian trail. Along Laguna Springs Drive, from Elk Grove Boulevard to Laguna Palms Way: Construct Class II (on-street) bike lanes.

For projects that are in or benefiting a racial or socio-economic equity community, agencies should utilize existing data sources and indices that are currently used by programs serving low income, vulnerable, and underserved communities:



- SACOG Environmental Justice Areas
- Federally-recognized tribal lands
- CalEnviroScreen 4.0
- Disadvantaged Census Tract Areas
- Free or Reduced Priced School Meals
- Healthy Places Index
- Climate and Economic Justice Screening Tool (CEJST)
- Equitable Transportation Community (ETC) Explorer
- Areas of Persistent Poverty
- Environmental Protection Agency (EPA) Justice Screening (EJScreen)
- Caltrans Equity Index (EQI)
- Environmental Justice Block Groups
- Sacramento Promise Zones
- Opportunity Zones
- SACOG Mobility Zones

For projects that benefit locally defined equity priority areas that may not be located in a predefined geography list above, the agency can use the narrative section to support the benefits of that project to underserved communities. These locally defined equity areas should be supported by using similar indicators. Agencies should consider appropriate data, indices, and screening tools to determine whether a specific community is disadvantaged based on a combination of variables that may include, but are not limited to, the following:

- Low income, high and/or persistent poverty
- High unemployment and underemployment
- Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities
- Linguistic isolation
- High housing cost burden and substandard housing
- High transportation cost burden and/or low transportation access
- Disproportionate environmental stressor burden and high cumulative impacts
- Limited water and sanitation access and affordability
- Disproportionate impacts from climate vulnerability
- High energy cost burden and low energy access
- Access to healthcare

### **2.1.2 Community Engagement**

A successful project is the result of active engagement of impacted community members, particularly of Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, as well as low-income (rural, suburban, and urban), persons with disabilities, youth, older adults, and other underrepresented communities that have been historically disenfranchised and excluded from planning processes.

Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts. The narrative section for community engagement should address the following questions:

- Why was the project concept developed? How were the project's purpose and need identified?
- How was the community engaged as the project was developed and designed?
  - How did you identify specific communities and populations likely to be directly impacted by the project?
  - How did community members become involved in project plan development?
  - What engagement methods and tools were used?
  - What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
- Who participated in the project engagement process? (Race/ethnicity, age, education, socioeconomic status, disability status, etc.)
- How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

### 2.1.3 Performance Outcomes Section

In the Performance Outcomes section of the application, select two (2) program specific performance outcomes. For the System Preservation Program, all projects will be evaluated using the required State of Good Repair performance outcome, as well as one additional performance outcome selected by the applicant.

Applicants must respond to the narrative questions for both selected outcomes. Projects will be evaluated solely on these two outcomes.

**This document describes the performance outcomes applicable to the System Preservation Program. Performance outcomes for the System Performance Program and the Next Generation Solutions and Clean Air (NextGen) Program are described in their respective standalone guidelines.**

#### **System Preservation Program**

The System Preservation Program seeks to promote effective and efficient use of limited federal funding resources to maintain the regional transportation network and provide regional benefits. All System Preservation projects will be evaluated using the required *State of Good Repair* performance outcome, which focuses on maintaining and improving the existing transportation system, as well as one additional performance outcome selected by the applicant.

This will be discussed in the Project Outcomes section of the application and will be supported with both quantitative data from SACOG's Project Performance Assessment (PPA) Tool and corresponding narrative responses. Applicants will be asked to explain why the project is being

prioritized and may provide additional context related to safety, multimodal access, goods movement, and economic benefits, where applicable.

#### **2.1.4 Project Performance - Qualitative and Quantitative Assessment**

- Performance outcomes are measured through the Project Performance Assessment (PPA)/Transit Asset Management (TAM) tool and application narrative response. Any sponsor can also bring forward its own data in the application material as part of the project evaluation.
- Performance outcomes are assessed relative to project size and within similar place types. The sponsor provides evidence that the project is appropriate for the surrounding community's current and expected land uses and the application considers transportation needs for current and future users. The project benefit criteria support project evaluation across a breadth of size, scope, location, and context.
- Performance outcomes are also assessed relative to submitted applications for similar projects. This is a secondary consideration but still important in the overall evaluation of the benefit.

#### **2.1.5 Qualitative content**

In the performance outcomes section of the application, sponsors will select two (2) of the program performance outcomes. For the System Preservation Program, this includes the required *State of Good Repair* performance outcome and one additional outcome selected by the applicant. The sponsor will answer the narrative question on how the project supports both selected performance outcomes. Applicants may include additional data, studies, or documentation to support the relevant performance outcomes, particularly where such information is necessary to describe existing conditions, asset needs, or project purpose beyond what is captured in the Project Performance Assessment (PPA) Tool.

Applicants will identify the overall project benefits anticipated for the community in relation to the selected performance outcomes. Included in this section will be how the project addresses racial and socio-economic equity, specifically what are the benefits specific to Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, along with low-income (rural, suburban, and urban), persons with disabilities, youth, older adults, and other underrepresented communities residing or engaged in activities near the project area and substantiate benefits with data.

1. Describe the project's specific benefits and who will benefit most.
  - a. How does the project relate to the needs of people who live, work and play in that area? Who does the project serve and how (immediate residents, workers, children, the elderly, etc.)?
  - b. What are the potential barriers to accessing project benefits?
2. Acknowledge and describe any negative project impacts and/or specific transportation burdens, and who will be burdened. Describe measures to mitigate these impacts.

- a. What are the potential unintended impacts or consequences of the proposed project?

In the narrative component of the performance outcomes section the applicant can choose to include any additional data, studies, or documentation to support the relevant performance outcome, especially data the applicant feels is essential to describe the project conditions and purpose beyond data from the PPA tool.

#### **2.1.6 Leverage and Cost Effectiveness Section**

Sponsors are asked to provide a simple cost effectiveness calculation. Section 2.5 gives more detail on how to complete the simple calculation.

## **2.2 SIMPLIFIED PROJECT PROGRAMMING REQUEST (PPR)**

The second required component of the program application is the Project Programming Request (PPR). All projects need to complete a PPR that includes an estimated full project cost, even if the project is for project development only (i.e., those seeking funds for environmental, design or right-of-way work). SACOG has simplified the standard PPR used by the state.

## **2.3 ENGINEER'S COST ESTIMATE**

Fill out the Engineer's Cost Estimate with your project information. Please use the Excel version available on the program website. Project development requests do need to include a cost estimate but can use planning level estimates.

## **2.4 PROJECT PERFORMANCE DATA**

This program uses both quantitative and qualitative analysis as part of project evaluation. Each sponsor is required to include a project performance data table as part of the application package. Most projects will use the Project Performance Assessment (PPA) tool to create the required data table. Projects applying for transit vehicle replacements or equipment are the one exception to using the PPA; these projects instead use the TAM Data Table.

The required data metrics are a uniform piece of information for each project's evaluation but can only provide part of the story of a project's potential. As such, sponsors are encouraged to add any additional data/analysis/evidence of project benefit in their application narrative response.

### **2.4.1 Project Performance Assessment Data Table**

With the exception of transit vehicle projects, applicants to the program are required to attach a Project Performance Assessment (PPA) report PDF as part of the application. Applicants can find information about running a PPA report here: <https://www.sacog.org/planning/data-resource-center/project-performance-assessment-tool>

### **2.4.2 TAM Data Table**

Transit agencies applying for transit vehicle replacements or equipment are required to submit Transit Asset Management (TAM) data instead of using the PPA tool. Note that transit agencies submitting requests for other types of projects (e.g., new service, new station, station improvements) are required to attach the PPA data table. Transit agencies should consult with SACOG staff in advance if unsure whether they are required to provide TAM data or the PPA data table as part of their project application.

Sponsors submitting TAM data will use the data table template on the program website. The sponsor should use the most current data available and reference the data year in the table. Note that sponsors using the TAM data will not have PPA indicators. Instead, the sponsor will provide

evidence for the program’s performance outcomes through the narrative section and with any additional data or analysis provided in the application.

## **2.5 COST-EFFECTIVENESS CALCULATION**

### **(System Performance and System Preservation Programs Only)**

Applications submitted under the System Preservation Program will be evaluated by a simplified methodology that divides the project’s expected users by its expected costs. The Cost-Effectiveness Calculation form includes details on the methodology and directions for completing this simple calculation as part of the application.

## **2.6 CMAQ CALCULATION**

### **(Next Generation Solutions and Clean Air Program Only)**

**A CMAQ calculation is not required for the System Performance Program.** CMAQ requirements apply only to the Next Generation Solutions and Clean Air Program and are addressed in a separate standalone guideline.

## **2.7 ADOPTED AGENCY RESOLUTION**

Each applicant must submit an adopted resolution from the sponsoring agency authorizing participation in SACOG’s 2026 Federal Funding Programs. The resolution confirms the agency’s intent to submit applications, identifies authorized staff, and commits the agency to meeting all funding, match, and project delivery requirements if an award is made.

A template resolution is provided by SACOG and should be used to ensure consistency.

## **2.8 SPONSOR PRIORITY RANKING TABLE**

Project priority rankings are not used as a weighted selection criterion, but they are considered in the overall evaluation and project selection process, with the top-ranked project receiving one point.

Each sponsor needs to complete one (1) Sponsor Priority Ranking Table that ranks all their submitted projects within a specific funding program according to local agency priority. The sponsor should include the tables in the application of their highest ranked project (i.e., the table does not need to be provided in every application submission) using the template provided on the program website.

## 2.9 OPTIONAL CONTENT

Project applicants may attach additional information to help the review groups understand the significance of your project. This may include pictures of the project area, letters of support, and/or other exhibits related to your project.

Any letters of support should be addressed to James Corless, Executive Director of SACOG and submitted as part of the application package. **Do not send the letters of support directly to SACOG's Executive Director.** Applicants should not attach completed local planning documents.

SACOG encourages Complete streets and active transportation projects to include a cross section visual as part of the application material. ([StreetMix](#) is available if you do not already have these documents.)

## 2.10 APPLICATION CHECKLIST

Incomplete applications **will not** be considered for funding. All required content must be filled out and submitted with accurate and complete information.

### REQUIRED CONTENT:

- ☐ 1. Complete project application. This includes selecting of the program's performance outcomes, and answering the associated questions for the selected two outcomes
- ☐ 2. SACOG Project Programming Request
- ☐ 3. SACOG Engineer's Cost Estimate
- ☐ 4. Project Performance Assessment Data Table or
- ☐ 4. Transit Asset Management Data Table (for transit vehicle replacement and equipment projects)
- ☐ 5. Cost-Effectiveness Calculation (*System Preservation & System Performance Programs only*)
- ☐ 6. CMAQ Calculation (*Next Generation Solutions & Clean Air Program only*)
- ☐ 7. Resolution stating agency commitment to delivering awarded project

### ADDITIONAL CONTENT:

- ☐ 8. Sponsor priority ranking tables (only needed once per sponsor, not in every application)
- ☐ 9. Additional graphics, maps, letters of support, visuals (optional)