



2027

**REGIONAL ACTIVE
TRANSPORTATION PROGRAM
POLICY FRAMEWORK**

EL DORADO, PLACER, SACRAMENTO,
SUTTER, YOLO, AND YUBA COUNTIES



SACOG

Sacramento Area
Council of
Governments

The purpose of the Regional Active Transportation Program (Regional ATP) is to increase and attract active transportation users and provide facilities for walking and bicycling in urban, suburban, and rural portions of the region and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long- range transportation plans for the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

EDCTC, PCTPA, and SACOG invest regional funds in infrastructure and non-infrastructure projects benefitting active transportation. ATP funds from the State of California provide an important additional funding source for active transportation projects.

1. Program Goals

California Senate Bill (SB) 99 establishes six program goals that provide a foundation for the state and regional programs:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §2009);
- Enhance public health, including reduction of childhood obesity, through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Program Schedule and Funding Years

The following schedule lists all the major milestones for the development and adoption of the 2027 Regional Active Transportation Program:

Statewide Call for Projects	March 19-20, 2026
Statewide ATP Deadline	June 22, 2026
Regional ATP Call for Projects	June 26, 2026
Project applications due to SACOG	September 30, 2026
Statewide Recommendations Released	November 2026
SACOG staff funding recommendations	March 2027
SACOG Board adopts funding recommendations	April 2027
SACOG funding recommendations submitted to CTC	April 2027
CTC adopts SACOG selected ATP projects	June 2027

Funding Sources and Distribution

The Statewide ATP is funded by various federal and state funds. The regional funding distribution required per the California Transportation Commission (CTC) ATP Guidelines is 40 percent to MPOs. The programming capacity for the 2027 Regional ATP will be for state fiscal years 2027-28, 2028-29, 2029-30, and 2030-31. The full fund estimate may be found in CTC ATP Guidelines.

One Time Allocation of Carbon Reduction Program Funding

In 2023, the SACOG Board authorized a set-aside of Carbon Reduction Program (CRP) funding dedicated to class I multi-use bicycle and pedestrian path (trail) projects. This funding will be competitively available through Cycle 8 of the Regional ATP. The highest scoring trail projects on the list will be first assigned CRP funds until all funds are programmed and any remaining high scoring trail projects will be funded with remaining ATP funds, consistent with the evaluated and prioritized project list. To be eligible, projects must be in the 2026 Regional Trail Network Implementation Strategy. Projects funded with CRP funds will be competitively scored using the same criteria and method as the Regional ATP. The CRP funds require the same match as the Regional ATP – 11.47 percent. Projects awarded CRP funding will be programmed separately from the ATP funds and will not be required to be allocated or approved by the CTC. In the event that a trail project is partially awarded CRP and ATP funds, SACOG staff will work with the project sponsor to allocate in the proper manner.

SACOG Region Four-Year Funding Estimate Table

Funding Years	2027-2028	2028-2029	2029-2030	2030-2031	4-Year Total
State	\$3,502,000	\$2,798,000	\$948,000	\$948,000	\$8,196,000
Federal	\$508,000	\$3,000	\$4,278,000	\$4,345,000	\$9,135,000
CRP Funds					\$3,187,434
Subtotal	\$4,011,000	\$2,801,000	\$5,226,000	\$5,293,000	\$20,518,434

2. Funding Recipient Requirements

Recipients must adhere to statewide ATP reporting requirements for documenting project progress, final delivery, and performance metrics.

3. Eligible Project Types

Eligible projects must demonstrate consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that is amended every four years. Specific bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Eligible projects must meet the requirements established in the State ATP Guidelines.

Regional ATP funds may be used for construction, preliminary engineering, environmental work and design, right-of-way, non-infrastructure programs or projects, and community-serving plans. Selected projects must support the performance outcomes identified in the sections below.

Because the ATP is a competitive State of California program implemented by the CTC, distributing both state and federal funding, projects likely to receive federal funding will need to meet federal requirements.

Project Types

1. **Infrastructure Projects:** Capital projects that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. If you are unsure if your project has a PSR or PSR equivalent, please reach out to SACOG staff and we will help you determine a path forward.
2. **Plans:** The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
3. **Non-infrastructure (NI) Projects:** Education and encouragement programs that further the goals of the ATP. SACOG will focus on funding start-up projects, which is a project that starts a new program where one does not currently exist. Start-up projects must demonstrate how the program is sustainable after funding is exhausted. The program cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for funding as long as the existing program will be continued with other funds.
4. **Infrastructure projects with non-infrastructure components:** These are capital projects with education or encouragement components. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project. When the non-infrastructure component is dependent on the infrastructure project, and its implementation must occur after the completion of the infrastructure project, the project schedule and project programming request must clearly reflect the sequential delivery of both components.
5. **Quick-Build Projects:** Quick-build projects are interim capital infrastructure projects that further the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials but last from one year to five years. See Appendix D of the CTC Guidelines for more details.

Ineligible Project Types

Projects ineligible for ATP funds include projects in new developments that are considered “good practices” according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, feasibility studies, and bicycle racks for carpools, vanpools, or private vehicles.

4. Project Selection

Roles in Project Selection

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. To compete in the regional program, applicants are responsible for submitting a regional application to address Regional ATP criteria and emphases, using information derived from their State ATP application whenever possible. Applicants are strongly encouraged to apply for each competing project to the State ATP prior to competing in the Regional ATP. Applicants are encouraged to discuss potential ATP projects with their respective Regional Transportation Planning Agency (RTPA) staff and may identify a reduced scope version of their state-submitted project for the Regional ATP competition.

The **Regional ATP Team** is responsible for ensuring the final Regional ATP funding recommendation to the SACOG Board of Directors and CTC addresses all funding source requirements. Representatives from the three RTPAs in the region (EDCTC, PCTPA, and SACOG) form the Regional ATP Team.

The **Active Transportation Working Group** is responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP. It is comprised of a minimum of seven members with expertise in the areas of land use planning, bike/ped planning, project engineering, first-mile/last-mile access to transit, health and equity, and the impact of transportation infrastructure on greenhouse gas emissions. The multidisciplinary Working Group will be recruited from partner organizations and stakeholder groups from across the region.

Project Screening

A Regional ATP Team will screen applications for eligibility. Applications will be removed from the competitive process if they fail to meet these screening criteria:

1. Project is one of the eligible types of non- infrastructure, plans, infrastructure, or a combination of infrastructure and non- infrastructure as identified under “Eligible Project Types”.
2. Project is consistent with the MTP/SCS or the Regional Transportation Plan of EDCTC or PCTPA.
3. Project must be ready for inclusion in the Metropolitan Transportation Improvement Program, with project scope and cost. The project application may include the cost of preparing environmental documents. When project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project’s cost effectiveness, and updated analysis of the project’s ability to further the goals of the program must be submitted to the appropriate RTPA (EDCTC, PCTPA, or SACOG) for re-evaluation following completion of the environmental process.
4. Project is eligible for ATP funding.
5. Project meets the minimum dollar amount for an infrastructure project or non-infrastructure project and includes at least 11.47 percent of non-ATP funding as leverage. Leveraged funds may be from previously completed project phases or project-specific planning and development, (e.g. a feasibility study, corridor-specific plan, environmental phases).
 - a. Infrastructure project minimum is \$282,390 (\$250,000 funding request + \$32,390 leverage)

- b. Non-Infrastructure project minimum is \$56,478 (\$50,000 funding request + \$6,478 leverage)
6. Public Participation & Planning: The applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.
7. Partnering with Community Conservation Corps: The applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.

Evaluation Process

Following the Project Screening process, the Regional ATP Team will forward eligible projects to the Working Group for evaluation. The Regional ATP Team will also remove projects recommended for funds through the statewide Cycle 8 funding competition from further consideration for the Regional ATP once recommendations for Statewide ATP awards are released.

The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section, except for criteria scored by the Regional ATP Team. Working Group members will not vote or comment on applications from their own organizations or organizations with which they are affiliated. The Working Group and/or SACOG staff reserves the right to contact applicants by phone, email, or schedule a meeting during the evaluation process for additional information to address questions related to the scope of work, budget, timeline, and performance considerations. The Working Group will use all information available to develop a draft ranked list.

The Regional ATP Team will identify high-ranking projects to nominate to the Working Group for full funding from the draft ranked list and develop a recommendation of the next tier of high-ranking projects for further discussion and evaluation. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 40 percent of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the regionally defined minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a complete package of projects.

An applicant may claim any definition of a disadvantaged community cited in the State ATP Guidelines. Those criteria are:

- **Median Household Income:** (Table ID B19013) is less than 80 percent of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<\$79,297.60). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25 percent in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping

tool can be found here (<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>), and the list can be found under “[SB 535 List of Disadvantaged Communities](#)”.

- **National School Lunch Program:** At least 75 percent of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria.
- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The interactive map and the direct data can both be found on the [California Healthy Places Index website](#).
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).
- The region-specific definition of disadvantaged community can be found in the 2025 Blueprint Appendix E - Plan Performance. This includes Areas of Persistent Poverty Census Tracts, High Birth Rate and High Marriage Rate areas, CalEnviroScreen 4.0 - Top 25th Percentile, Equity Priority Communities, and/or Tribal Lands. SACOG has identified a regional target investment level of 40 percent of investment in projects providing a meaningful benefit in disadvantaged communities, which will be monitored by the Regional ATP Team and shared with the Working Group during the development of the final funding recommendation.

Evaluating Project Performance

Projects will be scored 0 to 95 points by the Working Group based on the criteria described below using quantitative and qualitative project information.

1. Project increases walking and bicycling by connecting people to destinations (*15 points*) and strengthening the regional active transportation network (*20 points*) with solutions designed for the intended users (*10 points*). **0-45 points**
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-20 points**
3. Project demonstrates cost effectiveness while bringing value to the active transportation network. **0-5 points**
4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing vehicle trips today and over time, as established pursuant to SB 375 and SB 391, with special consideration given for projects demonstrating consistency with Green Means Go. **0-10 points**

5. Project supports economic prosperity goals and strategies in the project area. **0-10 points**
6. Applicant demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**
7. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the regionally identified 40 percent minimum is not met.** (Please refer to the Evaluation Process section.)

Points Awarded by Regional ATP Team

Regional Trail Network Points

Projects will be scored an additional 0 to 3 points by the Regional ATP Team and added to the Working Group scores described above, as follows.

1. Project is identified as a project in the 2026 Regional Trail Network Implementation Strategy
 - a. Project is identified in tiers 1-3 (3 points)
 - b. Project is listed as a study corridor and is taking steps towards implementation (2 points)
 - c. Project is considered a supportive action (safe and comfortable crossings or infrastructure clearly connecting to the trail network) (1 point)
 - d. Project is not a part of the Regional Trail Network (0 points)

Performance on Past Grants

Applicant demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**