



2027 REGIONAL ACTIVE TRANSPORTATION PROGRAM INSTRUCTIONS

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



SACOG

Sacramento Area
Council of
Governments

Introduction

Welcome to the 2027 **Regional ATP Instructions**! We made these to help streamline the application for applicants and reviewers. In this new document, we provide focused instructions and recommendations for leveraging data and information for the best application. Consider referring to this document for assistance in using SACOG's Project Performance Assessment (PPA) Tool, leveraging maps, and detailed instructions for each question in the Regional ATP application.

In the sections for each question, pay close attention to the **Applicant instructions**, **About the data**, and **Helpful hint(s)** for the most effective ways to use specific PPA information in response to the prompts.

Good luck!

-Regional ATP team

1. 2027 Regional ATP Calendar

The calendar below details the milestones for the 2027 Regional ATP:

Milestone	Dates
Regional ATP Policy Framework Approved by SACOG Board	April 16, 2026
CTC adoption of Regional Policy Framework	June 26, 2026
Regional ATP call for projects	June 26, 2026
Regional ATP applications due	September 30, 2026
Release of full State ATP funding recommendations (small/medium/large infrastructure projects; plans/non-infrastructure projects; Quick-Build Pilot Program)	November 2, 2026
CTC adoption of State ATP funding recommendations	December 3-4, 2026
Release of Regional ATP funding recommendations	March 2027
SACOG Board approval of Regional ATP funding recommendations	April 2027
CTC adoption of Regional ATP funding recommendations	June 2027

2. Project Tools and General Information

BlackBaud Instructions

Project applications will be submitted using a new grant portal – BlackBaud. Instructions for setting up an account and how to apply can be found here: [Blackbaud Grantmaking Quick How to Instructions.pdf](#)

Part A of State Application Required

Part A of the State Application is required. If the scope of your Regional ATP application is the same as your State ATP application, you may use the PDF from the State application and submit it where it prompts you:

Form Questions

 [Download](#)

Complete the required fields below.

Accepting applications until Sep 30, 2026 11:59 PM

General Application Questio...	Additional Attachments
Does this project have the same scope as the project you submitted to compete in the State ATP?* If yes, please submit a PDF of Part A of your State Application under part 10 at the bottom of this page. If no, or if you did not compete in the State ATP, please fill out Part A2-A6 in the tabs. Yes	

Attach Part A from your State Application at the bottom of the application under Item #10:

10. Attachments

State ATP Application Part A*



Click or drop files here to upload
Maximum file size: 29MB

This input is required

If your project has a different scope than what your agency submitted to the State ATP or your agency did not submit this project to compete in the State ATP, you must complete Part A within the grant portal. Part A will populate in four new tabs after the regional application questions. Please answer all questions. You have the option to add any additional attachments in the last tab.

Form Questions

 [Download](#)

Complete the required fields below.

Accepting applications until Sep 30, 2026 04:59 PM

General Application Questio...	Part A2 and A3	Part A4	Part A4 Cont'd	Part A5 and A6	Additional Attachments
Does this project have the same scope as the project you submitted to compete in the State ATP?* My agency did not submit this project to compete in the State ATP					

Regardless of project type, you must attach all forms from Part C of the State Application under “Additional Attachments” (these include the Engineer’s Checklist, Project Map, Project Plans, etc. Links are available for all forms, or you can find them on the R-ATP webpage: [Regional Active Transportation Program \(ATP\) | SACOG](#)).

General Application Questio...

Additional Attachments

Does this project have the same scope as the project you submitted to compete in the State ATP?*

If yes, please submit a PDF of Part A of your State Application under part 10 at the bottom of this page. If no, or if you did not compete in the State ATP, please fill out Part A2-A6 in the tabs.

Yes

If you find your tabs are missing, click “more” to see any hidden tabs:

General Application Questio...

Part A2 and A3

Part A4

Part A4 Cont'd

Part A5 and A6

More

Does this project have the same scope as the project you submitted to compete in the State ATP?*

If yes, please submit a PDF of Part A of your State Application under part 10 at the bottom of this page. If no, or if you did not compete in the State ATP, please fill out Part A2-A6 in the tabs.

Additional Attachments

If you are applying for a non-infrastructure or combination project, make sure to select “Non-Infrastructure Components” under A4 to populate relevant tables.

General Application Questio...

Part A2 and A3

Part A4

Part A4 Cont'd

More

Part A4: Project Details

Indicate the project improvement types included in the project/program/plan*

Pedestrian improvements

Multi-use trail improvements

Crossing and intersection improvements

Other amenities

Traffic calming improvements

Non-infrastructure components

Project Performance Assessment Tool Instructions

Each project competing in the Regional ATP needs a regional analysis supporting transportation investment decisions at the project level. Project applicants will use the [SACOG Project Performance Assessment](#) tool for this analysis. The PDF report of the Project Performance Assessment Tool Outputs is a required attachment. Please ensure that you submit that with your application.

1. Go to the [Project Performance Assessment Tool](#) page.
 - a. For **infrastructure projects**, click on the Active Transportation Program tab [], fill out your project information, and draw your project on the map
 - i. Use accurate speed limit information and ADT estimates for accurate data outputs.
 - ii. You do not need to estimate the PCI for your ATP project.
 - b. For **programs or plans** that will cover an area, or other projects that cannot easily be drawn on a map, contact SACOG staff for assistance: slopez@sacog.ca.gov
 - c. *All* Performance Outcomes will be automatically selected for your project:
 - i. Multimodal/Transportation Choice (Reduce VMT)
 - ii. Safety or Security
 - iii. Multimodal/Transportation Choice (Encourage Multimodal Travel)
 - iv. Freight Movement (Economic Prosperity)
 - v. Maintain State of Good Repair
 - vi. Benefits to the Transportation Network and Impacted Communities
2. Click “Run” and wait for the report to generate. Depending on your computer, this step may take more than five minutes, but the tool will immediately send an email telling you how long you can expect to wait. You will then receive the PDF in your email with all of the data.
3. Insert the PPA numeric outputs into the tables in the application and use any relevant PPA data from the PDF report to support your project analysis and narrative.
4. Include the PDF of the PPA report as an attachment on the grant portal.

This data provides uniform, region-wide, contextual information about the area served by the proposed project, but does not demonstrate what value the project would bring to residents. Applicants are encouraged to use additional local data (when available) to demonstrate project benefits and need.

Maps in support of your application

Maps demonstrate how your project will connect people to destinations, show safety concerns, and provide the context of the area the project will serve. Applicants must include project maps to show proposed improvements and project scope. Additional maps or information can be included in individual responses or in the appendix to show project benefits, connections, and other needed information for an evaluator to rank your project.

SACOG’s ATP Cycle 8 Mapping Tool can be viewed at

<https://experience.arcgis.com/experience/eb321b864a6548dd9f78834e24ca97c6>. This tool provides map layers of previous awarded ATP projects, Disadvantaged Community Indicators, transit stop locations, the regional trail network, and many other data pieces that are valuable for your application.

3. Application Question Support

Is this project considered a quick-build as defined by the CTC ATP Guidelines Appendix D?

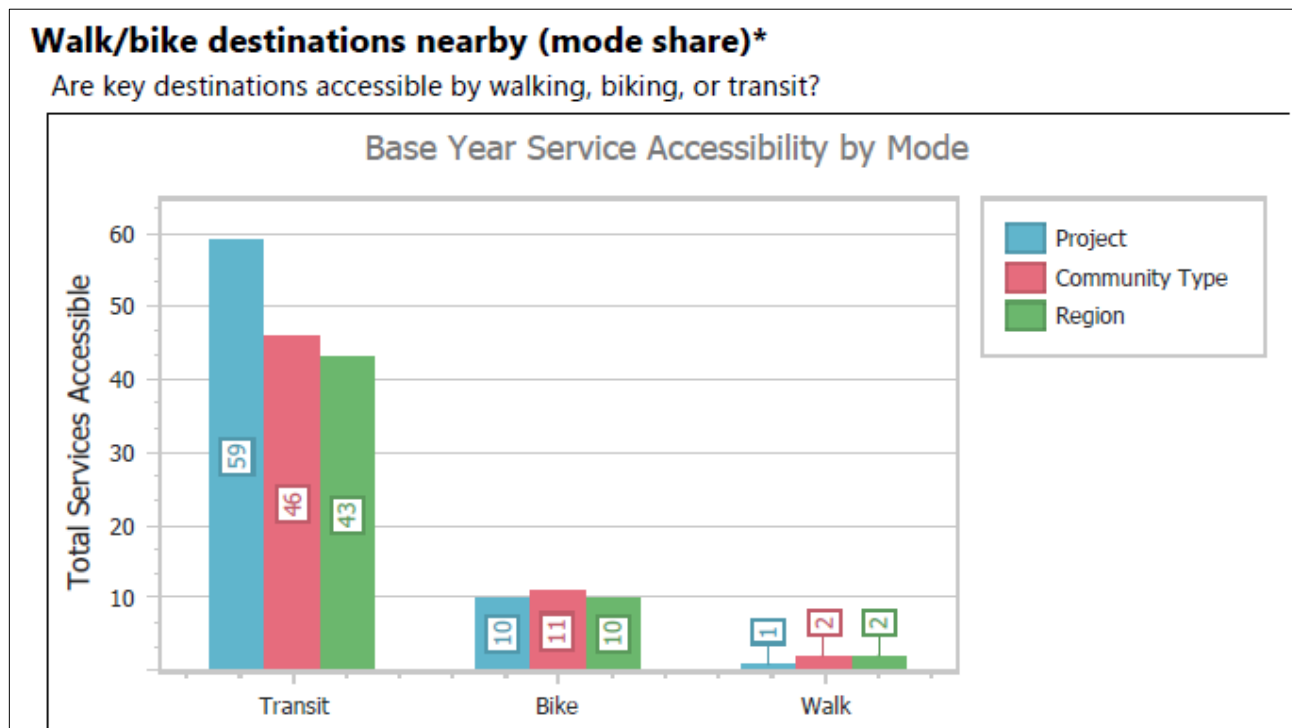
- Yes or No

If this project is a quick-build, ensure that you review Appendix D from the California Transportation Commission Guidelines ([2027-atp-guidelines-a11y.pdf](#)) and the Supplemental Guidance ([cy-6-finalquickbuild-supplementalguidance-v2.pdf](#)). Please clearly integrate project materials and plans for community engagement into your application. A strong application will discuss community engagement plans, plans for shifting the scope based on community input, and project delivery method.

Question #1 Increase Biking and Walking

Connecting People to Destinations (0-15 points)

- *Location in State ATP application:* Use your response to “Potential for Increased Walking and Bicycling”, parts A and B as the starting point for your written response. Address the PPA data for this project and how it helps discuss the project benefits and need.



Applicant instructions: The PPA indicator for this question is under “Multimodal/Transportation Choice (Reduce VMT)”

About the data: “Services” include parks, K-12 schools, higher education facilities, libraries, hospitals, other medical service facilities, grocery stores, pharmacies, clothing stores, and banks. Similar to the land use diversity index, if a project has more of these types of services within a feasible biking, walking, or transit trip, then people who live or work near the project segment will, on average, generate less VMT in order to access these services. And in contrast to the diversity index, which shows services as a ratio of households to services, this indicator gives a better sense of the total amount of services available.

Strengthening the regional active transportation network (0-20 points)

Maximum 500 words

Location in State ATP application: Use your response to “Potential for Increased Walking and Bicycling”, part B “Describe how the proposed project will address the active transportation need” as the starting point for your written response. Address the PPA data for this project and how it helps discuss the project benefits and need.

Applicant instructions: The PPA indicator for this question is under “Multimodal/Transportation Choice (Encourage Multimodal Travel)” - “Street Connectivity (3- & 4-way intersections/acre)” and “Bike Network Coverage (% of centerline miles)”.

Table 1 Performance Measures Provided by PPA Tool

Data Measure	Project value	Community Average	Regional Average
Street Connectivity (3- & 4-way intersections/acre) <i>(To what extent is the project in, or add to, an area with high street connectivity to encourage walking?) (for on-street projects only)</i>	_____	_____	0.02
Bike Network Coverage (% of centerline miles) <i>(To what extent is the project in, or add to, an area supported by a network of dedicated bike facilities?)</i>	% _____	% _____	4%

About the data: The 3- or 4-way intersections per acre is the number of 3-way and 4-way intersections per acre of project area. This metric is applied related to research showing that areas with a higher intersection density are more supportive of walking. This data is only relevant for on-street improvements (e.g., sidewalks).

The bike lane + path / total road mileage is the number of class 1 (trail), 2 (bike lane), and 4 (cycle track) centerline miles in the project area divided by the total number of centerline miles (road miles) in the same area. This metric is applied to quantify how much supporting/connecting bike infrastructure is around the proposed project.

Designing for the Intended User (0-10 points)

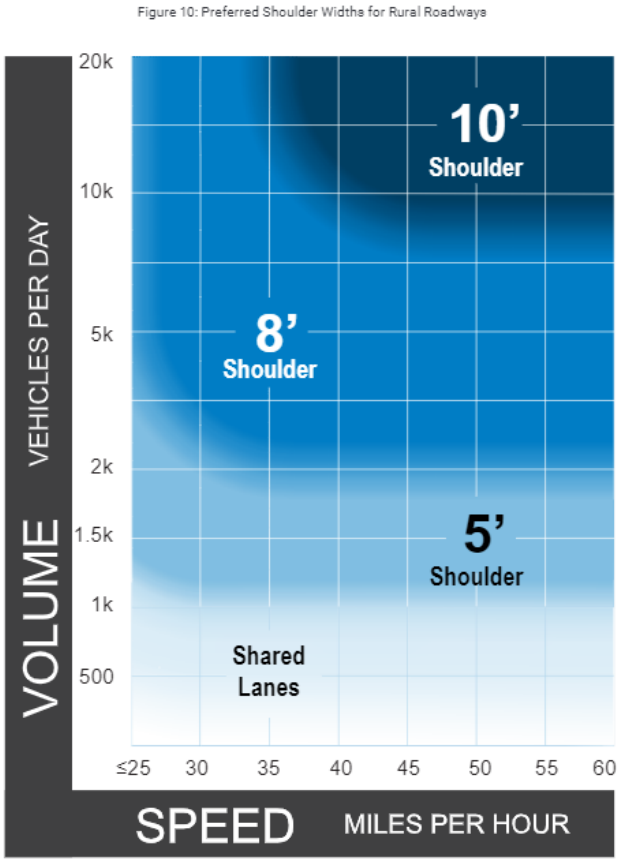
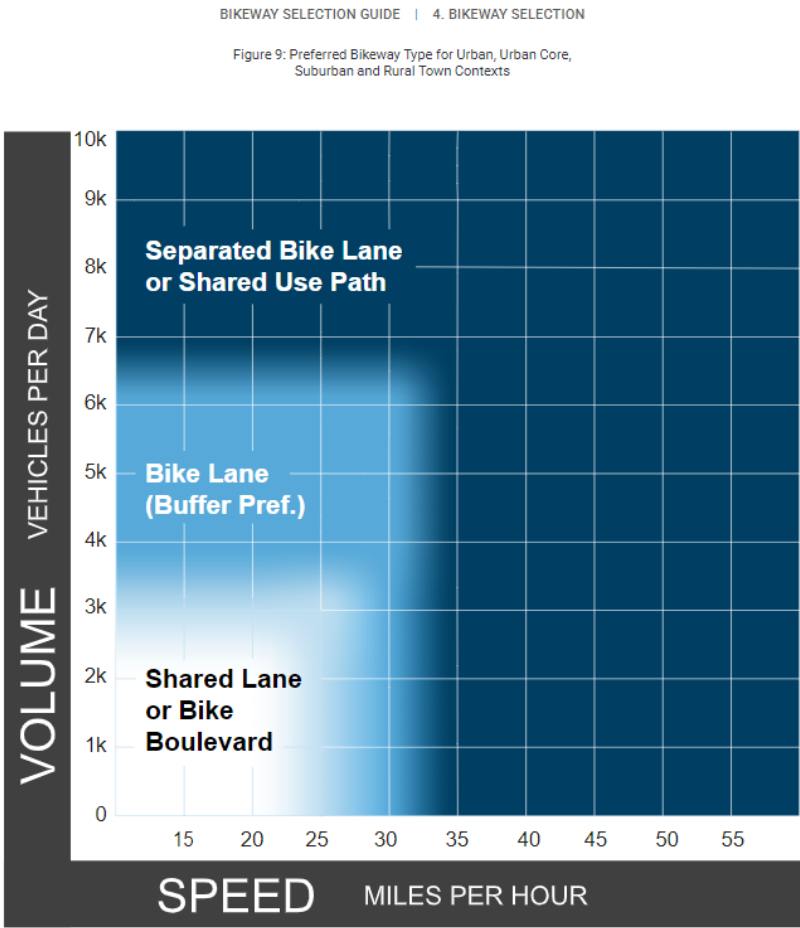
Maximum 500 words

Location in State ATP application: Use your response to “Context Sensitive Bikeways/Walkways” and “Public Participation and Planning” as the starting point for your written response.

Applicant instructions: Insert the values for the facility speed and AADT.

Figure 1 Bikeway guidance: Use the values for the facility speed and AADT to compare your selected bikeway facility to the recommended facility shown in the FHWA Bikeway Selection Guide, found at: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf. Figures 9 and 10 from the document are shown below and details the recommended facility.

Figure 2 Pedestrian facility guidance: consider referring to the values for the facility speed and AADT to compare your selected pedestrian crossing facility to the recommended facility included in the FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations, found at: https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwasa18018.pdf. Table 1 from the document is shown below and details the recommended facility.



- Notes
- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
 - 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
 - 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

Figure 1: Bikeway Guidance

Figure 2: Pedestrian Facility Guidance

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5 7 9	① 5 7 9	① 5 7 9	① 3 4 5 7 9	① 5 7 9	① 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 5 6 7 9	① 5 6 9	① 3 4 5 6 7 9	① 5 6 7 9	① 5 6 9	① 3 4 5 6 7 9	① 5 6 9	① 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 8 9	① 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 8 9
Given the set of conditions in a cell, # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment. 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)**									

*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). *Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines*. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. *Manual on Uniform Traffic Control Devices*, 2009 Edition, (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. *Crash Modification Factors (CMF) Clearinghouse*. <http://www.cmfclearinghouse.org/>; FHWA. *Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)*. <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). *NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). *NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways*. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Question #2 Reducing the Number and/or Rate of Pedestrian and Bicyclist Fatalities and Injuries

Location in State ATP application: Use your response to “Potential for Reducing the Number and/or Rate of Pedestrian and Bicyclist Fatalities and Injuries” as the starting point for this response. Address the PPA data for this project and how it helps discuss the project benefits and need.

Attach any materials from your State ATP application (e.g. collision maps, summaries, and lists; numbers of crashes in the project area; reports of perceived safety concerns; surveys; etc.) that help demonstrate how the project will address the safety concerns and explain their significance in your response.

Safety risks could be mitigated through several factors, including:

- Reducing speed or volume of motor vehicles in the proximity of non-motorized users.
- Improving sight distance and visibility between motorized and non-motorized users.
- Eliminating potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users, a network of low-stress active transportation routes, or an off-street facility.
- Improving compliance with local traffic laws for road users.
- Addressing inadequate vehicular traffic control devices.
- Addressing inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks.
- Eliminating or reducing behaviors that lead to collisions involving non-motorized users.

Applicant instructions: The PPA indicators for this question are under “Safety” – “Collisions per 100M VMT” and “Bike & Ped Collisions per CL Mile”.

Table 2 Performance Measures Provided by PPA Tool
Safety Indicator 2: Collisions per 100 million VMT;
Safety Indicator 4: Bike + Ped Fatalities per Project Centerline Mile

Data Measure	Project value	Community Average	Regional Average
Total collisions per 100 million vehicle miles traveled (VMT)	_____	_____	104.5
Bike + Ped collisions per mile	_____	_____	1.5

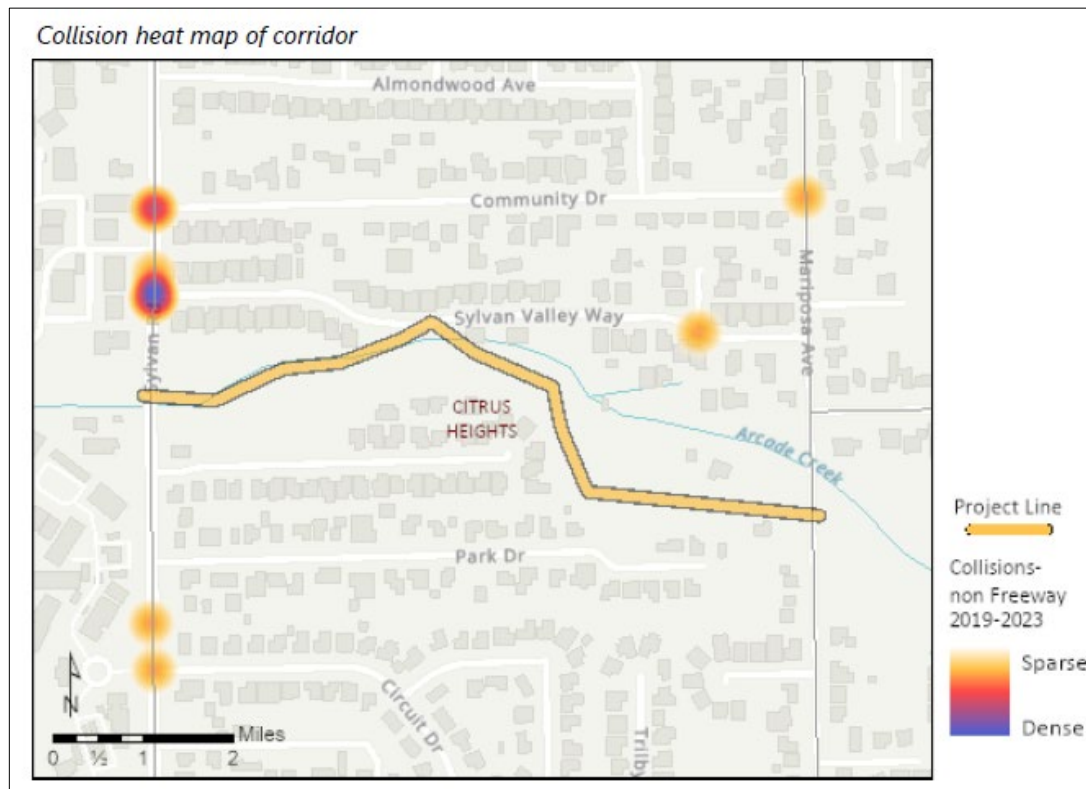
About the data: The total collisions/100M VMT is the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 100,000,000. This metric is applied to show if the facility has a high rate of collisions.

The bike + ped fatalities per mile shows the number of collisions involving people biking or walking per mile of road. This metric is applied to make it easier to compare longer projects with shorter projects by providing a rate of crashes per mile.

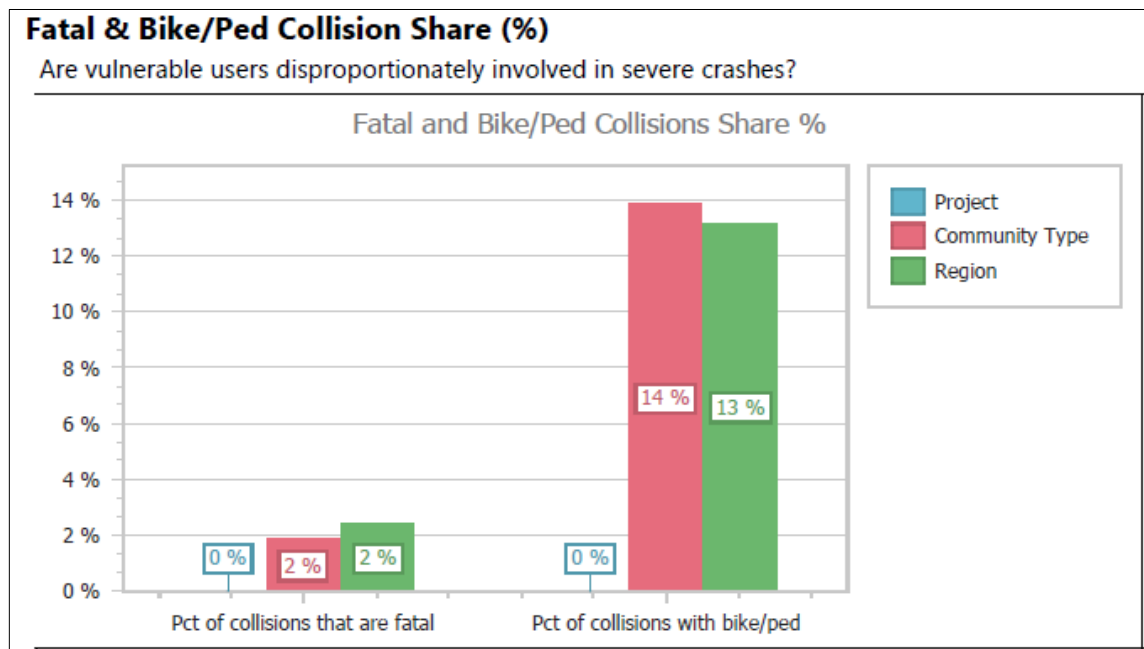
Applicant instructions: The PPA indicators for this question are under “Safety”. The map for this question is the “Collision Heat Map” and the data can be found on the “Fatal & Bike/Ped Collision Share (%)” chart.

Helpful Hint: When you are analyzing the safety benefits of off-road bike paths or trails, focus on the nearest parallel road that could be used as an alternate route and refer to the collisions on that facility.

Example map:



About the data: The Collision Heat Map shows where there are many collisions in the project area. This metric is applied to show where there is a concentrated history of crashes or systemwide dispersion of crashes.



About the data: The percent of bike/ped collisions is the percent of all collisions that involved a person biking or walking. This metric is applied to show if people biking and walking are disproportionately involved in collisions.

Question #3 Demonstrating Cost Effectiveness While Bringing Value to the Active Transportation Network

(0-10 points) Maximum 350 words

Location in State ATP application: Use your response to “Public Participation and Planning” as the starting point for this response.

Question #4 Advancing Active Transportation Efforts to Achieve Greenhouse Gas Reduction Goals

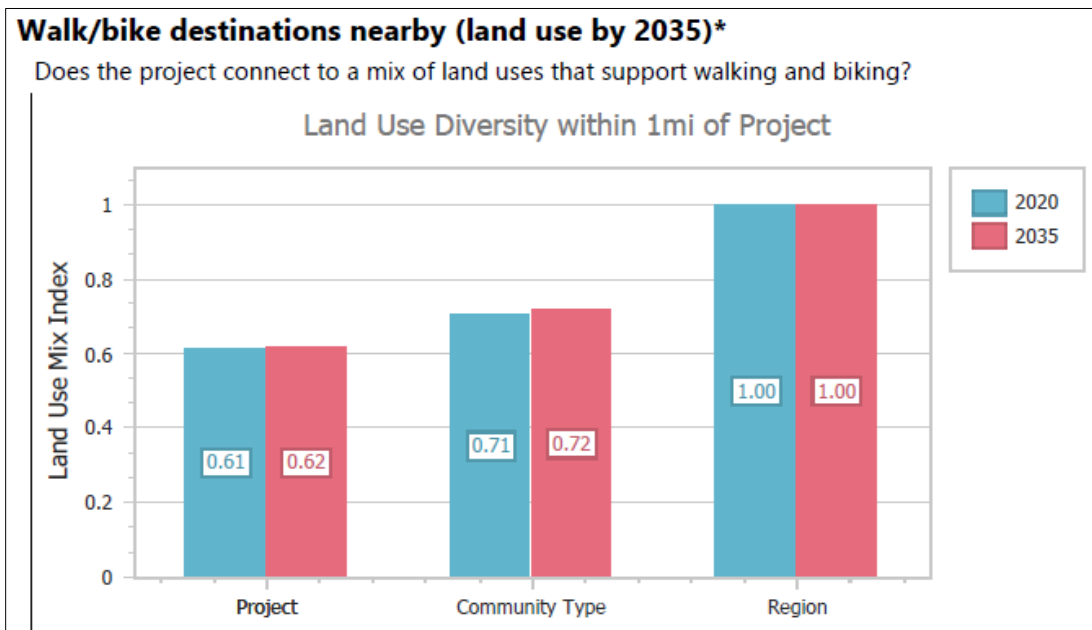
(0-10 points) Maximum 500 words

Location in State ATP application: There is no direct equivalent to this question in the State ATP application; your response to “Transformative Projects”(from the “Large Infrastructure” project application) may provide a helpful starting point.

Applicant instructions: The PPA indicator for this question is under “Multimodal/Transportation Choice (Reduce VMT)” - “Walk/bike destinations nearby (land use by 2035)”.

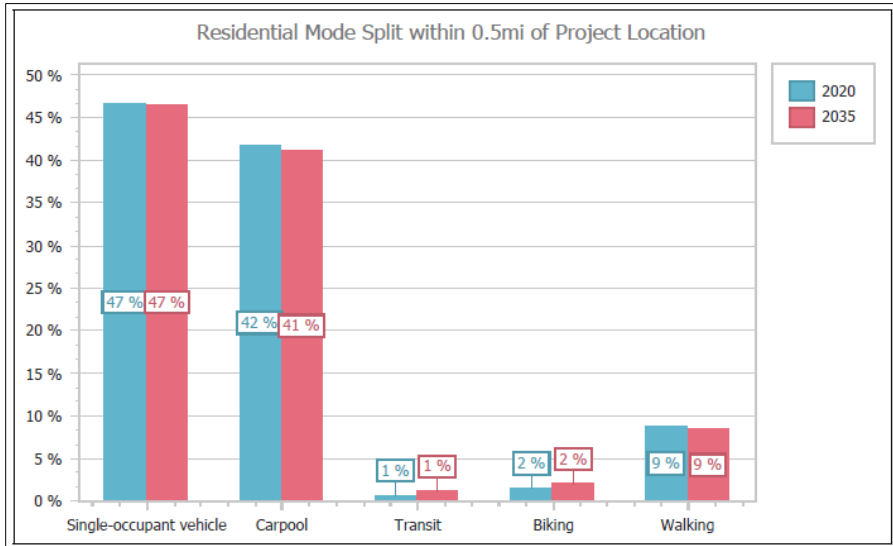
Helpful Hints:

- Compare the Project 2020 value (left blue bar below) to the Community Type 2020 value (middle blue bar below). If the project is higher than the community type, then it would suggest a greater potential to shift trips to active transportation.
- Compare the Project 2020 value (left blue bar) to the Project 2035 value (right red bar); if the Project 2035 value is higher than the Project 2020 value, it suggests a greater potential to shift trips to active transportation as the surrounding land uses change to increase access to potential daily destinations.
 - Note that the PPA tool does not forecast the change or impact that the project will have on future land use diversity. In other words, your active transportation project cannot claim to increase or decrease the land use diversity of the project area by 2035.



About the data: The land use diversity index ranges from 0 to 1 (with 1 showing the highest level of land use diversity) and measures an area’s ratio of households to K-12 student enrollment, park acreage, and employment in the retail, service, and food sectors. This metric is applied to show where there is a high ratio of households to amenities that people use on a daily basis like shopping, restaurants, schools, etc. that in turn increases the likelihood that people living in those households will either walk or bike to these destinations.

Applicant instructions: The PPA indicator for this question is under “Multimodal/Transportation Choice (Encourage Multimodal Travel)” – “Residential Mode Split (2020, 2035)”.



About the data: Residential mode split is the share of all trips made by biking and walking (and other transportation modes) in 2020 and in 2035. This metric is applied to show where more trips are expected to be made by biking and walking by the last year of the MTP/SCS.

Helpful Hint: Refer to the project area’s 2020 Biking, Walking, and/or Transit % of total trips from the “Residential Mode Split within 0.5 mi of Project Location” PPA Table. Compare to the Regional Average shown below from the **SACOG 2025 Model Mode Share Breakdown** chart below. A project value that is greater than the regional average for any combination of those modes of travel may suggest the active transportation project would see greater usage by people walking and bicycling. For the example project above, a project value of 4% biking trips and 13% walking trips is greater than the regional average, so the project would have a high propensity to shift trips to active transportation.

Weekday Commute Trips Mode Share SACOG 2025 MTP/SCS Breakdown

Mode Share	Percentage
Drive Alone	67.96%
Carpool	19.64%
Transit	0.67%
Bike	2.03%
Walk	9.06%
Other	0.64%

Green Means Go: Green Means Go is a multi-year pilot that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, and reducing and electrifying vehicle trips. It allocates state funding to projects that create more infill housing, increases mobility, and reduces vehicle emissions. Green Means Go funding will be directed to locally-nominated Green Zones, areas that cities and counties have identified for infill development in their local plan that are within a center, corridor, or established community as identified in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy. The following links will help you answer this question:

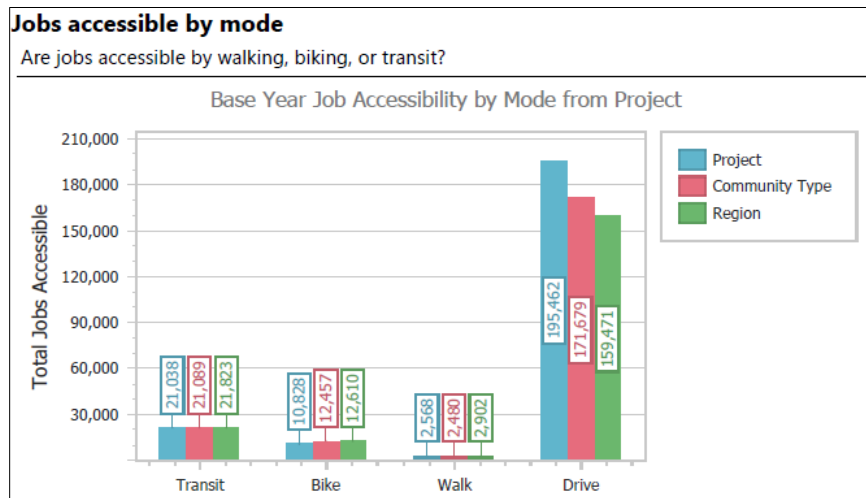
- To find out more about the program and to stay tuned-in to the Green Means Go Funding Round, go to [Green Means Go | SACOG](#)
- Click here to [View current Green Zones](#). For your response to the Green Zones question, follow this simple guidance:
 - Yes: The project lies completely or partially within an adopted Green Zone.
 - No: the project is not in a Green Zone or your jurisdiction has not yet adopted Green Zones.

Question #5 Supporting Economic Prosperity Goals and Strategies

(0-10 points) Maximum 500 words

Location in State ATP application: There is no direct equivalent to this question in the State ATP application.

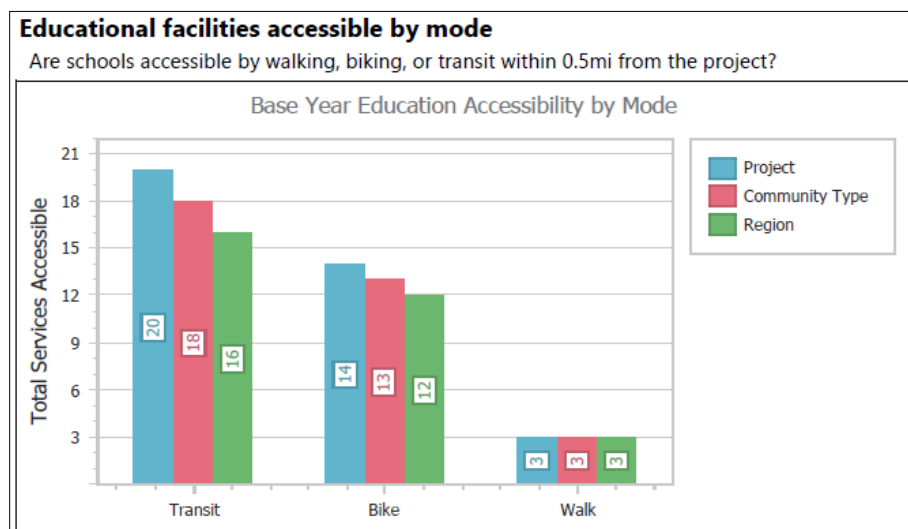
Helpful Hint: Describe placemaking opportunities that the project will provide. Placemaking is defined as a combination of strategies (e.g. zoning, context-sensitive design standards, planned infrastructure, etc.) that lead to a built environment where walking and biking can become a primary mode for shorter distance trips.



Applicant instructions: The PPA indicator for this question is under “Economic Prosperity” - “Jobs Accessible by Mode”.

About the data: Base Year Job Accessibility by Mode from the Project is the number of jobs accessible by mode in the project area. For active transportation projects, the number of jobs within a feasible walking or bicycling trip is the most relevant information (e.g., unless the project is a Safe Routes to Transit project). This metric is applied to show if the project is serving an area of high employment.

Applicant instructions: The PPA indicator for this question is under “Economic Prosperity” – “Sub outcome: Increase School Access” – “Educational Facilities by Mode”.



Question #6 Providing Meaningful Benefit for a Disadvantaged Community

(0-10 points, used to verify that investments commitments are met) Maximum 600 words per sub-question

Location in State ATP application: Use your response to “Disadvantaged Communities” (part B “Identification of Disadvantaged Community” and part C “Direct Benefit”) as the starting point for this response.

Applicant instructions: The indicators to be used in this response include the state disadvantaged communities definition and the regional definition from the R-ATP Policy Framework. The indicators include:

- Median Household Income
- CalEnviroScreen
- National School Lunch Program
- Healthy Places Index
- Native American Tribal Lands
- 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.

About the data: Appendix E of the 2025 Blueprint outlines the specific definitions for each regional definition indicator listed above (see “Analysis Parameters” in the 2025 Blueprint’s Appendix E beginning on page 52). The methodology is dependent on the indicator. Whichever indicator your agency is using, please ensure that it is representative of the community, is well-justified with both qualitative and quantitative data, and is paired with other relevant data or local context when needed to explain both the community’s history of disinvestment and how the proposed project will provide a meaningful benefit.

1. Equity Priority Communities were identified through our Mobility Zones initiative (<https://www.sacog.org/planning/transportation/mobility-zones/>).
2. The birth rates and marriage rates higher than the national average and areas of persistent poverty originate from the US DOT Order 2100.7 that came out January 2025. In late January 2025, the federal government rescinded the Executive Orders related to Environmental Justice (i.e., E.O. 12989, 14008, and 14096). Federal and state policy continue to require attention to delivering equitable infrastructure investments in both underserved urban and rural communities. Analysis parameters of the 2025 Blueprint’s Appendix E were expanded to include areas of persistent poverty, and marriage and birth rates higher than the national average. Link to DOT Order: [Signed DOT Order re Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies Programs and Activities.pdf](https://www.transportation.gov/sites/dotgov/files/2025-01/signed-dot-order-re-ensuring-reliance-upon-sound-economic-analysis-in-department-of-transportation-policies-programs-and-activities.pdf)
3. The other criteria (CalEnviroScreen and Tribal Communities) are described in Appendix E in detail under “Analysis Parameters”.

Applicant instructions: Applicants should use the applicable disadvantaged community indicator(s) to explain why the project area is a historically disinvested or otherwise burdened community and why the selected data is representative of the people the project will serve. The response should not rely only on a map designation or threshold; it should connect the data to local conditions such as infrastructure gaps, safety issues, limited access to destinations, environmental burden, income, or other documented barriers. When appropriate, applicants should pair multiple indicators or supplement regional data with local plans, engagement, or other community-specific information to provide a fuller

picture of need. The strongest responses will clearly explain how the proposed project provides a meaningful benefit to the disadvantaged community identified by the data. If your agency's project is planning to utilize the federally designated birth rates or marriage rates higher than the national average, it must be paired with other data that indicates the full picture of why and how the community has experienced historic disinvestment, burdens, or barriers. Please note that data indicators alone do not fully describe a community's needs or demonstrate community benefit. Applicants should use quantitative and qualitative information together to explain how the selected data sources reflect local conditions and how the project addresses an identified community need. Please reference sources for any qualitative and quantitative data used (e.g., community outreach results, mapping tools, or other analyses) to demonstrate community benefit and improved access.

Question #9 Regional Parks and Trails Network Implementation

The **Sacramento Regional Trail Network** is a six-county plan to connect trails throughout the region to make it easier for community members and visitors to explore cities and counties without a car. The network crosses city and county lines to create a truly interconnected system. Go to <https://www.sacog.org/planning/transportation/active-transportation/sacramento-regional-trail-network> for more information on SACOG's efforts on the project.

To confirm whether the project is included in the network, [Click here](#) and refer to the ArcGIS webmap for whether your project is included in the Regional Trails Network, or as a Trail Study Corridor. If your project is not in the Regional Network or a Trail Study Corridor, but is identified as supportive to the network, we provided a section for you to explain.

4. Project Application Checklist

- ☐ **Eligibility:** Potential applicants may check with the contacts identified for SACOG, EDCTC (for project sponsors in El Dorado County), or PCTPA (for projects in Placer County) regarding the eligibility of their project or their eligibility as an applicant (project sponsor) for federal transportation funding.
- ☐ **Program Schedule:** Review the Regional ATP Calendar for important dates.
- ☐ **Application contents:** Review pages for all needed elements and compliance with word count limits and formatting requirements.
 - **Signed cover letter (electronic signature is accepted)**
 - **Completed Application**
 - General Application Questions
 - Questions 1-2 from the SACOG Regional ATP application
 - Part A “General Application Questions” of the State ATP application
 - Screening Criteria
 - Project Performance—Questions 1 through 9
 - Project Performance Assessment Tool Outputs PDF (the document that is emailed to you after using the tool)
 - **Required State Forms**
 - a. Signature Page
 - b. Engineers’ Checklist
 - c. Project Estimate
 - d. NI Work Plan (if applicable)
 - e. Plan Scope of Work (if applicable)
 - f. Project Programming Request (PPR)
 - g. State Funding Request (if applicable)
 - **Complete Appendix (under Attachment K in the application)—in order**
 - a. Partner Support Letters
 - b. Any additional exhibits
 - c. Miscellaneous – Any other information in support of your project

Please do not attach a complete Master Plan or other local planning document to your application.
- ☐ **Implementation Requirements:** Review the Screening Criteria in Part II to make sure your project is eligible.
- ☐ **Electronic File Submittal only via the grant portal:** Submit one (1) application per project using the grant portal platform. On the portal, you will have the ability to upload all attachments and click submit once finished. Please submit no later than 11:59 PM on September 30, 2026. Contact Summer Lopez if you have any questions: slopez@sacog.ca.gov

The grant submittal deadline is strictly enforced. Failure to submit all required parts of the application may result in the application being screened out of the competition. You will receive a confirmation email that your application was received after clicking submit on the grant portal.