1. Issue:
Should the board approve the policy framework for the 2019 Regional Active Transportation Program?

2. Recommendation:
The Transportation Committee recommends that the SACOG Board of Directors: (1) approve the 2019 policy framework for the six-county Regional Active Transportation Program (ATP); (2) authorize staff to submit the Regional ATP policy framework to the California Transportation Commission (CTC) for approval; (3) upon action of the CTC on the Regional ATP policy framework, delegate authority to the Chief Executive Officer (CEO) to issue the final Regional ATP Guidelines and Call for Projects; and (4) in the event that substantive or controversial changes are requested by the CTC, delegate authority to the CEO, after consultation with the Chairs and Vice Chairs of the SACOG board and Transportation Committee, to address the CTC requests and issue the final Regional ATP Guidelines and Call for Projects.

3. Background/Analysis:
The ATP was created from Senate Bill (SB) 99 in 2013 and is jointly managed by the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). The primary goal of the ATP is to encourage increased use of active transportation modes. ATP funds are distributed competitively across the state through three programs: a statewide program distributes 50 percent of the funds; a small urban/rural program operated by Caltrans distributes 10 percent of the funds; and the final 40 percent of funds are distributed by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. A minimum of 25 percent of ATP funds must benefit disadvantaged communities.

ATP projects must compete in the statewide program in order to compete for SACOG’s regional program. If a project in the SACOG region is not selected for funding through
the statewide program it may then compete in the Regional ATP. Staff works with El Dorado County Transportation Commission and Placer County Transportation Planning Agency to develop and implement the Regional ATP.

The CTC announced the 2019 ATP call for projects on May 24, 2018. The CTC-approved fund estimate identifies $439,560,000 for the statewide competition and $11,664,000 for the SACOG six-county Regional ATP. This is nearly double what was available in past ATP cycles due to new funding from the Road Repair and Accountability Act of 2017 (SB 1). The statewide and regional programs have funds available across four years: state fiscal years 2019-2020, 2020-2021, 2021-2022, and 2022-2023.

SACOG provides technical assistance to applicants for the State ATP to increase competitiveness of applications. The technical assistance also helps agencies compete for the six-county Regional ATP funding.

### 4. Discussion/Analysis:

As an MPO, SACOG may propose changes to how we prioritize competing projects for regionally-controlled ATP funds in these areas:

- Evaluation criteria
- Scores/weighting for evaluation criteria
- Match requirement
- Definition of disadvantaged community

#### Regional ATP Customization

Staff provided a report outlining the new elements of the draft 2019 Regional ATP policy framework (Attachment A) during the May board cycle. Staff also conducted outreach to stakeholders and potential project sponsors about the draft policy framework in May.

The 2019 Regional ATP policy framework maintains the following elements from the 2017 Regional ATP policy framework:

- Adding evaluation criteria for a project’s potential for supporting greenhouse gas emission reduction goals through reducing or shortening vehicle trips;
- Using the low-income and high minority communities definition from the 2016 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) environmental justice analysis as the region-specific definition of disadvantaged community (Attachment B);
- Requiring a local match for the project in place of awarding points for leveraging non-ATP funds; and
- Adding the Disadvantaged Community Benefit criterion points to all competing projects if the draft recommendation does not award a minimum of 25 percent of the available funding ($2,916,000) to benefit residents of disadvantaged communities.

The 2019 Regional ATP policy framework also includes these changes from the 2017 Regional ATP policy framework:

- Removing the evaluation criterion for rating the project’s contribution to public health (consistent with the recommended state approach); and
- Adding an evaluation criterion for how the project complements local economic prosperity strategies and goals.
Staff revised the proposed scoring system to integrate these evaluation criteria changes and emphasize the importance of each project’s potential to increase active transportation. SACOG works to use the information provided by project applicants in the state application whenever possible. For information that is not addressed in the State ATP application, SACOG uses a regional supplemental application for all regionally competing projects.

**CTC Framework Approval**
The CTC determines the timing for the Regional ATP (Attachment C). Following board action on the six-county Regional ATP policy framework in June, the CTC will identify any potential requested changes in July, and adopt or deny the policy framework in August. Staff coordinates with the CTC staff to minimize the likelihood of the CTC denying the Regional ATP policy framework. With this short timeline, the board will need to delegate the authority to SACOG’s CEO—in coordination with the Chairs and Vice Chairs of the board and Transportation Committee—to respond to any CTC changes and to release the Regional ATP call for projects.

**5. Fiscal Impact/Grant Information:**
This item has no fiscal impact to the agency’s operating budget, other than already budgeted staff time.

**ATTACHMENTS:**

<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>Attachment A: 2019 Regional ATP Policy Framework</td>
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<tr>
<td>Attachment B: Low-Income High-Minority Areas from 2016 MTP/SCS</td>
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<tr>
<td>Attachment C: ATP Milestones Calendar</td>
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This staff report aligns with the following SACOG Work Plan Goals:
#7 - Deliver Key High-Profile Transportation Projects
2019 Regional Active Transportation Program: El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties

The purpose of this funding program is to increase and attract active transportation users and provide facilities for walking and biking 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.

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.

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, and/or right-of-way. Funds may also be used for non-infrastructure programs or projects, and community-serving plans. Selected projects must support the performance outcomes identified in the sections below.

The ATP is a competitive State of California program implemented by the California Transportation Commission to distribute state and federal funding. Projects likely to receive federal funding will need to meet the requirements of the federal Fixing America’s Surface Transportation Act (FAST Act).

INELIGIBLE PROJECT TYPES

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

PROJECT SELECTION

ROLES IN PROJECT SELECTION

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 regional transportation planning agencies (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 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, and represent a diverse geography across the region.

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. Applicants will submit an application for each competing project to the State ATP prior to competing in the Regional ATP, per the 2019 State ATP Guidelines. To compete in the regional program, applicants will also submit a regional supplemental application. Applicants are encouraged to discuss potential ATP projects with RTPA staff, and may elect to identify a reduced scope version of their state-submitted project for the Regional ATP competition.

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 criteria:

1. Project is one of the eligible types of non-infrastructure, infrastructure, or a combination of infrastructure and non-infrastructure as identified under “Eligible Project Types”.

2. Infrastructure 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 or non-infrastructure project and includes at least an 11.47% local match; application is to all project categories.
   a. Infrastructure project minimum is $282,390 ($250,000 funding request + $32,390 local match).
   b. Non-Infrastructure project minimum is $56,478 ($50,000 funding request + $6,478 local match).
   c. Public agencies applying for funding for smaller projects may want to consider combining projects to meet the project minimum thresholds, or consider a larger, multi-year program or project.

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.

8. Project is not part of developer-funded basic good practices. The applicant must demonstrate the project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

EVALUATION PROCESS
Following the Project Screening process, the Regional ATP Team will forward all eligible projects to the
Working Group for evaluation. The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section. 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 during 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.

Following the announcement of the statewide ATP awards, the Regional ATP Team will remove any projects recommended for funds through the statewide competition from further consideration for the Regional ATP. The Regional ATP Team will also identify which high-ranking projects could be fully funded from the draft ranked list. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the 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. The region-specific definition of disadvantaged community is the low-income and minority communities definition used in the 2016 MTP/SCS environmental justice analysis.

PROJECT SCORING
Projects will be scored based on the criteria described below, using information from the State ATP application when possible. Project performance outcomes are evaluated using quantitative and qualitative project information.

Project Performance Outcomes (0-95 points)

1. Project has potential to increase walking and bicycling through targeted strategies: increasing access to transit services; increasing access to schools; or eliminating gaps or removing barriers in the bicycle/pedestrian network. **0-40 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 a balance of cost effectiveness and context-sensitive design to demonstrate high performance potential. **0-20 points**

4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing or shortening vehicle trips today and over time, as established pursuant to SB 375 and SB 391. **0-8 points**

5. Project supports economic prosperity goals and strategies in the project area. **0-7 points**

Other Considerations (up to 15 points)

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

2. Project sponsor 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**

3. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the 25 percent minimum is not met.** (Please reference the project selection process section.)

FUNDING RECIPIENT REQUIREMENTS
Recipients must adhere to statewide ATP reporting requirements for documenting project progress and final delivery.
Map of LIHM Areas Showing Block Groups Meeting Single or Multiple Thresholds

- 200% of U.S. Poverty*: Areas where 40% or more of people are living at 200% or less of the federal poverty level
- 70% Minority**: Areas where 70% or more of people are Non-White and/or Hispanic

Minority and Poverty
Other Vulnerability
City Boundaries
County Boundaries

Source:
* 2010 Census/2005-2009 ACS
** 2010 Census

Attachment B
Low-Income High-Minority Areas from 2016 MTP/SCS
<table>
<thead>
<tr>
<th>Year</th>
<th>Regional Active Transportation Program</th>
<th>State Active Transportation Program</th>
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<tbody>
<tr>
<td>2018</td>
<td><strong>May</strong>  Board of Directors’ Committees provide input on the Draft Regional ATP Policy Framework</td>
<td>State ATP call for projects on May 16</td>
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<td></td>
<td><strong>Jun</strong>  Board of Directors approves final Regional ATP Policy Framework</td>
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|      | **Jul**  State ATP applications due July 31  
*Project sponsors must apply to the State ATP to compete in the Regional ATP* |  |
|      | **Aug**  CTC adopts SACOG Regional ATP Policy Framework, formalizes Regional ATP call for projects on August 16  
Regional ATP Supplemental Applications due August 31 |  |
|      | **Sep**  State ATP evaluators review and score State ATP applications |  |
|      | **Oct**  Active Transportation Working Group reviews and ranks Regional ATP projects;  
develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition |  |
|      | **Nov**  CTC releases a draft State ATP funding recommendation by December 31 |  |
|      | **Dec**  |  |
|      | **Jan**  |  |
|      | **Feb**  SACOG releases Draft Regional ATP Funding Recommendation |  |
|      | **Mar**  Transportation Committee recommends, Board of Directors approves Final Regional ATP Funding Recommendation | CTC adopts State ATP Funding Recommendation |
|      | **Apr**  |  |
|      | **May**  CTC adopts SACOG Regional ATP Funding Recommendation |  |