



SACOG Board of Directors

Item # 17-8-5
Action

August 10, 2017

Approve Regional Active Transportation Program Augmentation Policy Framework

Issue: Senate Bill 1 provides a funding augmentation for the SACOG six-county Regional Active Transportation Program (ATP).

Recommendation: The Transportation Committee recommends that the SACOG Board approve the proposed draft Augmentation process and schedule for the six-county Regional ATP Augmentation and authorize release of the 2017 Regional ATP Augmentation call for updated project information.

Committee Action/Discussion: Pursuant to the passage of Senate Bill (SB) 99 and Assembly Bill 101 in 2013, the Active Transportation Program (ATP) was created and is being administered by Caltrans and the California Transportation Commission (CTC). All ATP funds are distributed competitively, with 50 percent of the funds channeled to a statewide competitive program, 10 percent to small urban and rural regions with populations of 200,000 or less, and 40 percent to metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000, such as the SACOG six-county region. SACOG implements the MPO share of ATP funding in coordination with the El Dorado County Transportation Commission (EDCTC) and the Placer County Transportation Planning Agency (PCTPA). The statutory goals of the ATP include:

- 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 and SB 391;
- Enhance public health, including reduction of childhood obesity; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Senate Bill 1 and the ATP Augmentation

SB 1, signed by the Governor on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in fiscal year (FY) 2017-18. The six-county SACOG region will receive \$5,119,000 in Augmentation funding to distribute competitively for FYs 2017-18 and 2018-19.

The CTC adopted Guidelines on June 28th to serve as the policies and procedures for Augmentation funding. The Guidelines dictate that MPOs use the funds to advance projects awarded through the 2017 Regional ATP (Attachment A) and to fund projects from the 2017 Regional ATP Contingency List (Attachment B). MPOs have the option of contacting CTC if

there are not enough viable projects from their 2017 ATP MPO contingency list to fully utilize the Augmentation funding.

The Regional ATP Team composed of staff from SACOG, EDCTC, and PCTPA evaluated the 2017 ATP Contingency List and determined that there is more than \$40 million of unfunded need in the region, as identified through the 2017 Regional ATP evaluation process. More than half of the unfunded projects from the 2017 Regional ATP captured 70% or more of the points assigned to the performance-based criteria. In light of this information, there is a sufficient number of viable projects to fully utilize the funds available through the Regional ATP Augmentation. As a result, a supplemental call for new projects is not needed.

Proposed Regional ATP Augmentation Approach

The timing and policy of the ATP is determined and constrained by the CTC. The rigorous ATP Augmentation deadlines adopted by CTC would have required SACOG to condense a competitive call for projects into a two-month span (Attachment C). To comply with those deadlines, SACOG would solicit updated funding and schedule information from project sponsors who received a score through the 2017 Regional ATP. The 2017 Regional ATP Policy Framework (Attachment D) would remain in effect. Project sponsors would need to submit a signed authorization letter confirming the information detailed in the updated project programming request, and no further application materials would be needed. The updated information would be integrated into the project sponsor's 2017 Regional ATP application.

The Regional ATP Team would develop the funding recommendation using the scores from the 2017 Regional ATP and updated schedule information. The Regional ATP Team would also ensure that ATP requirements are met, specifically that a minimum of 25% of the available funds, or \$1,280,000, benefits disadvantaged communities as defined in the 2017 Regional ATP Policy Framework. The funding recommendation would be presented to the SACOG Board in October for approval.

Approved by:

James Corless
Chief Executive Officer

JC:VC:ds
Attachments

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Attachment A: 2017 Active Transportation Program (ATP) funded projects
Attachment B: 2017 Regional ATP contingency list
Attachment C: Schedule of ATP Augmentation milestones
Attachment D: 2017 ATP Policy Framework

**2017 Active Transportation Program
State and Regional Funded Projects**

Project Sponsor	Project Name	Funded through State ATP or Regional ATP*	2017 ATP Funding Award
Sacramento County	47th Ave Pedestrian and Bicycle Improvements	State	\$3,009,000
Marysville	Marysville Bicycle and Pedestrian Improvement Project	State	\$515,000
Yuba County	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	State	\$1,505,000
Roseville	Dry Creek Greenway Multi-Use Trail Project, Roseville	State	\$4,500,000
Yuba County	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	State	\$1,246,000
City of Sacramento	Broadway Complete Streets Project	Regional	\$2,763,000
City of Sacramento	Northwood School and Transit Access Improvements	Regional	\$1,818,000
City of Citrus Heights	Citrus Heights Electric Greenway (Class 1 Multi-Use Trail)	Regional	\$350,000
City of Citrus Heights	Mariposa Safe Routes to School Project (Phase IV)	Regional	\$2,100,000**

* Projects funded through the State ATP may request to receive funding early through the State ATP Augmentation process; applications for the State ATP Augmentation are due August 1, 2017.

** Applicant requested \$2,135,000. \$2,100,000 was available funding. The additional \$35,000 was placed on the contingency list in the event additional funding became available.

**2017 Regional Active Transportation Program
Contingency List**
Approved by CTC March 22, 2017

Project Sponsor	Project Name	Final Regional ATP Score (out of 90 points)*	Contingency Priority	Regional Funding Request
City of Citrus Heights	Mariposa Safe Routes to School Project (Phase IV)	74	1	\$35,000
City of Elk Grove	Elk Grove Florin Rd Sidewalk Infill SRTS	74	2	\$814,000
City of Rancho Cordova	Cordova Park Safe Routes to School Project	70	3	\$1,889,000
City of Sacramento	Meadowview Road Complete Street Phase 2	70	4	\$1,618,000
Sacramento County	Howe Avenue Bicycle and Pedestrian Improvements, Sacramento County	69	5	\$1,761,000
City of Rancho Cordova	City of Rancho Cordova - Safe Routes to School Plan	68	6	\$245,000
City of Yuba City	Harter Parkway & Sutter Bike Path Gap Closure	67	7	\$1,972,000
City of Sacramento	Franklin Boulevard Class IV Protected Bikeway	67	8	\$1,644,000
City of Sacramento	Old Sacramento Riverfront Access	67	9	\$266,000
City of West Sacramento	Sycamore Bicycle and Pedestrian Overpass & Safe Routes to School Program	66	10	\$5,814,000
City of Rancho Cordova	Folsom South Canal Trail Crossing Improvements at White Rock Road	63	11	\$613,000
City of Sacramento	Two Rivers Trail (Phase II)	63	12	\$3,333,000
City of West Sacramento	Clarksburg Branch Line Trail Extension	62	13	\$1,485,000
Sacramento County	Folsom Boulevard Complete Street Improvements, Phase 1	62	14	\$4,180,000
City of Davis	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	62	15	\$3,540,000
Sacramento County	Watt Avenue Complete Street Improvements, Sacramento County	58	16	\$2,787,000
City of Placerville	Upper Broadway Pedestrian Connection Project	57	17	\$1,886,000
City of Roseville	Washington Boulevard Bikeway and Pedestrian Pathways Project	55	18	\$2,212,000
City of Yuba City	Bridge Street SR2S Shared Path	55	19	\$577,000
City of Sacramento	Fourth Street Pedestrian Access	55	20	\$266,000
City of Lincoln	Lincoln Boulevard Pedestrian and Intersection Improvements	54	21	\$2,014,000
Sutter County	Sutter Class I Bike Path Conversion to Class IV Trail	36	22	\$1,231,000

* Final score is the average of all reviewer scores, without outliers. A 90-point scale was used to develop the ranking.

2017 Active Transportation Program Augmentation Schedule

2017 ATP Augmentation Guidelines presented to CTC ¹	June 28, 2017
CTC hearing and adoption of 2017 ATP Augmentation Guidelines	June 28, 2017
ATP Augmentation (Statewide) Call for Projects	June 30, 2017
Project sponsor submittals to CTC (postmark date)	August 1, 2017
<i>SACOG Board Approval of Regional ATP Augmentation Process²</i>	<i>August 17, 2017</i>
<i>Regional ATP Augmentation Call for Projects</i>	<i>August 17, 2017</i>
CTC staff recommendation for Statewide and Small Urban & Rural Components released	August 31, 2017
<i>Regional ATP Augmentation application materials due</i>	<i>September 6, 2017</i>
<i>Regional ATP Augmentation funding recommendation released</i>	<i>September 22, 2017</i>
CTC adopts 2017 ATP Augmentation - Statewide and Small Urban & Rural Components	October 18-19, 2017
<i>SACOG Board Approval of Regional ATP Augmentation funding recommendation</i>	<i>October 19, 2017</i>
MPO project programming recommendations to CTC	October 19, 2017
Commission adopts 2017 ATP Augmentation - MPO Component	December 6-7, 2017

¹ Non-italicized schedule/milestone dates adopted by CTC on June 28, 2017.

² Italicized schedule/milestone dates subject to SACOG Board approval on August 17, 2017.

2017 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 regularly for infrastructure and non-infrastructure projects benefitting active transportation in the region. ATP funds from the State of California provide an important funding source for active transportation projects.

PROGRAM GOALS

California Senate Bill (SB) 99 establishes California's ATP with 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

The infrastructure projects eligible for this funding program are largely derived from the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan) that is amended every odd year. The Master Plan provides a set of policies and projects for regional bicycle and pedestrian planning efforts across the six-county SACOG region, and was developed through a working group and approved by the Regional Bicycle and Pedestrian Advisory Committee and SACOG Board of Directors. Additionally, bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Federal funds may be used for construction, preliminary engineering, environmental work and design, and/or right-of-way. Projects must support the performance outcomes identified in the sections below.

Non-infrastructure projects eligible for funding must meet at least one of two criteria: (1) Encourage biking and walking through public information, education, training, and awareness; and/or (2) Perform studies and develop plans that support one or more of the project performance outcomes identified in the section below. Projects include bike/ped planning, education, information, and marketing efforts.

The ATP is a State of California identified program implemented by the California Transportation Commission and comprised of state and federal funding. The majority of projects will need to meet the requirements of the federal Fixing America's Surface Transportation Act (FAST Act). Projects must also meet eligibility requirements specific to the ATP funding source provided.

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 PROCESS

The application process will be specific to the Regional ATP. In administering the Regional ATP, SACOG will consider projects not selected for programming in the statewide competition. Project applicants are encouraged to discuss potential Regional ATP projects with regional transportation planning agency (RTPA) staff, and may elect to identify a reduced scope version of their state-submitted project for the Regional ATP competition.

A Regional ATP Team comprised of representatives from the three RTPAs in the region (EDCTC, PCTPA, and SACOG) will screen applications for eligibility. Applications will be removed from the competitive process if found ineligible based on these guidelines. Projects not selected for programming in the statewide ATP competition, but deemed eligible for the state program will be considered; to compete in the regional program, applicants will be required to submit a supplemental application. The Regional ATP Team will forward the eligible applications to the Active Transportation Working Group, comprised of seven experts from 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 Working Group will be recruited from standing advisory committees, multidisciplinary and represent a diverse geography across the region. The Working Group is required to review, evaluate, and score the applications according to its own process, and will not discard any applications submitted to the Regional ATP. Working Group members will not vote or comment on applications from their own organizations. The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. The Working Group and/or SACOG staff reserves the right to contact applicants during this project selection process for additional information. The applicant may be provided the opportunity to address the Working Group either by phone, email, or during a meeting to address questions related to the scope of work, budget, timeline, and performance considerations. After collectively evaluating the projects, the Working

Group members will submit re-evaluated application scores to the Regional ATP Team at the conclusion of the Working Group review period.

Following the announcement of the statewide ATP awards, the Regional ATP Team will remove any projects successful in securing funds through the statewide competition from further consideration for the Regional ATP. The Regional ATP Team will then use the re-evaluated application scores to finalize the funding recommendation, and will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting Disadvantaged Communities (DAC) as identified in the State Guidelines, and/or the definitions for low-income and minority communities used in the environmental justice analysis for the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy. In the event the minimum DAC threshold is not obtained, the DAC points (0-10) will be applied to the entire project list and the projects re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a comprehensive package of projects.

PROJECT SCREENING

To be selected for funding, a project or program must meet the following screening 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 a planned project included in the SACOG Master Plan or the Regional Transportation Plan of EDCTC or PCTPA.** Only under special circumstances will an application be considered for a project that is not listed in one of these sources.
- 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 appropriate funding sources** (i.e., TAP, HSIP, State Highway Account funds, State SRTS).
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 project 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 project 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 project applicant must demonstrate the project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

In addition to how projects address the program goals discussed above, the following scoring criteria considerations will be used by the Active Transportation Working Group to make funding recommendations to the Regional ATP Team.

PROJECT SCORING

Projects will be scored based on the criteria described in the State ATP guidelines with minor modifications as described below.

Project Performance Outcomes (0-90 points)

1. Project has potential to increase walking and bicycling through targeted strategies: increasing access to transit services, increasing access to schools, eliminating gaps or removing barriers in the bicycle/pedestrian network, and completing facilities. **0-35 points**
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-25 points**
3. Project improves public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. **0-10 points**
4. Project demonstrates cost effectiveness, which is achieved by minimizing projected capital and operating expenditures while offering strong performance benefits. **0-10 points**
5. 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, and demonstrates potential for placemaking. **0-10 points**

Other Considerations (up to 20 points)

1. Project sponsor demonstrates good performance on past grants and/or federal aid projects or programs. **0-5 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 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 submit a quarterly update on all projects receiving funding during the 2016 Regional ATP Cycle. Failure to do so could result in negative impacts for future funding rounds.