



**Land Use and Natural Resources  
Committee**

**Meeting Date:** 5/3/2018

**Agenda Item No.:** 2018-May-8.

**Subject:** Draft Regional Active Transportation Program Policy Framework (Est. time: 8 minutes)

**Information:**

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**Approved by:** Kacey Lizon

**Attachments:** Yes

**1. Issue:**

What initial input does the Committee have on the draft six-county Regional Active Transportation Program (ATP) Policy Framework?

**2. Recommendation:**

None, this is for information and Committee input on the draft Regional ATP Policy Framework. Staff anticipates bringing a final Regional ATP Policy Framework to the Board for action in June to submit to the California Transportation Commission (CTC) for adoption.

**3. Background/Analysis:**

ATP was created from Senate Bill (SB) 99 in 2013 and is jointly managed by Caltrans and the 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 ten 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% of ATP funds must benefit disadvantaged communities.

ATP projects must compete in the statewide program in order to compete for the small urban/rural or the MPO program. If a project is not selected for funding through the statewide program it then competes for small urban/rural funds or MPO funds, based on where the project is located. Cities, counties, and other potential ATP project sponsors in the SACOG region are eligible to compete through the statewide program and the six-county MPO program only. Staff works with El Dorado County Transportation Commission and Placer County Transportation Planning Agency to develop and implement the Regional ATP.

SACOG provides technical assistance to applicants for the State ATP to increase

competitiveness of applications. The technical assistance also provides high quality information that helps agencies compete for the six-county Regional ATP funding.

#### **4. Discussion/Analysis:**

The 2019 ATP is the fourth ATP cycle. The statewide draft fund estimate identified \$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 2019/20, 2020/21, 2021/22, and 2022/23.

The CTC is introducing multiple process changes to the 2019 ATP, such as new applications and scoring weights based on project size and type. SACOG works to leverage the information provided by project applicants in the state application whenever possible. With different application forms and information for competing projects, SACOG uses a regional supplemental application to collect the needed information for all regionally competing projects.

While all projects must compete in the State ATP before they can compete for regional funding, MPOs can propose changes to how we prioritize competing projects for regionally-controlled ATP funds. MPOs can propose changes under these areas:

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

SACOG must submit a final Regional ATP policy framework to the CTC in July. At the August 15, 2018, meeting, the CTC will adopt or deny the changes outlined in the six-county Regional ATP policy framework (Attachment A).

#### **Regional ATP Customization**

SACOG has customized the policy framework for every Regional ATP cycle to better direct regional funding towards active transportation needs and goals. The proposed 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 minority communities definition from the 2016 Metropolitan Transportation Plan and Sustainable Communities Strategy environmental justice analysis as the region-specific definition of disadvantaged community;
- 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% of the available funding (\$2,916,000) to benefit residents of disadvantaged communities.

The proposed 2019 Regional ATP policy framework 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 the evaluation criteria changes and stress the importance of each project's potential to increase active transportation.

## **5. Fiscal Impact/Grant Information:**

This item has no fiscal impact to the agency's operating budget, other than already budgeted staff time.

### **ATTACHMENTS:**

Description

Attachment - Draft Regional ATP Policy Framework

## 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.