

2021 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 ineligible for ATP funds include: projects in new developments that are considered "good practices" according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, and bicycle racks for carpools, vanpools, or private vehicles.

Project Selection

Roles in Project Selection

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. To compete in the regional

program, applicants are responsible for submitting a regional application to address Regional ATP criteria and emphases, using information derived from their State ATP application whenever possible. Applicants are strongly encouraged to submit an application for each competing project to the State ATP prior to competing in the Regional ATP. 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.

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 from across the region.

Project Screening

A Regional ATP Team will screen applications for eligibility. Applications will be removed from the competitive process if they fail to meet these 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. 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 7.0% of non-ATP funding as leverage. Leveraged funds may be from previously completed project phases.
 - a. Infrastructure project minimum is \$268,817 (\$250,000 funding request + \$18,817 leverage).
 - b. Non-Infrastructure project minimum is \$53,763 (\$50,000 funding request + \$3,763 leverage).
6. Public Participation & Planning. The applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.
7. Partnering with Community Conservation Corps. The applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.

Evaluation Process

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

The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section, with the exception of criteria scored by the Regional ATP Team. Working Group members will not vote or comment on applications from their own organizations or organizations with which they are affiliated. The Working Group and/or SACOG staff reserves the right to contact applicants by phone, email, or 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.

The Regional ATP Team will identify high-ranking projects to nominate to the Working Group for full funding from the draft ranked list and develop a recommendation of the next tier of high-ranking projects for further discussion and evaluation. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 25% of available ATP funds required by the state 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 definition used in the 2020 MTP/SCS environmental justice analysis. SACOG has identified a regional target investment level of 35% of investment in projects providing a meaningful benefit in disadvantaged communities, which will be monitored by the Regional ATP Team and shared with the Working Group during the development of the final funding recommendation.

Evaluating Project Performance

Projects will be scored 0 to 100 points by the Active Transportation Working group (unless otherwise noted) based on the criteria described below using quantitative and qualitative project information.

1. Project increases walking and bicycling by connecting people to destinations and strengthening the active transportation network with solutions designed for the intended users. **0-45 points**
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-20 points**
3. Project demonstrates cost effectiveness while bringing value to the active transportation network. **0-10 points**
4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing vehicle trips today and over time, as established pursuant to SB 375 and SB 391, with special consideration given for projects demonstrating consistency with Green Means Go. **0-10 points**
5. Project supports economic prosperity goals and strategies in the project area. **0-10 points**
6. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the state-identified 25 percent minimum is not met.** (Please refer to the Evaluation Process section.)
7. Applicant demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**
8. Applicant demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points¹**

Funding Recipient Requirements

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

¹ Criterion scored by the Regional ATP Team.