



Transportation Committee

Meeting Date: February 7, 2019

Agenda Item No. 4

Draft Regional Active Transportation Program Funding Recommendation and Release for Comment

Information

Prepared by: Victoria Cacciatore

Approved by: Matt Carpenter

Attachments: Yes

1. Issue:

Staff is proposing draft recommendations for \$11,664,000 in bicycle and pedestrian projects for the six-county Regional Active Transportation Program for consideration and release for public comment.

2. Recommendation:

That the Transportation Committee recommend that the SACOG board release the 2019 Active Transportation Program (ATP) draft recommendation for public review and comment through March 7, 2019.

3. Background/Analysis:

The ATP was created by Senate Bill 99 in 2013 to fund projects and programs that will increase biking and walking. The ATP is a highly competitive program jointly managed by the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). Metropolitan planning organizations like SACOG distribute a portion of these funds through a competitive process, with all final regional recommendations subject to approval from the CTC. SACOG works with El Dorado County Transportation Commission (EDCTC) and Placer County Transportation Planning Agency (PCTPA) to develop and implement the Regional ATP.

The 2019 ATP funds are available across four years: state fiscal years 2019-2020, 2020-2021, 2021-2022, and 2022-2023. The CTC implemented many changes for the 2019 ATP, including encouraging larger infrastructure projects to compete and transform communities. Project sponsors throughout the state submitted 554 project applications requesting over \$2.2 billion of Active Transportation Program funds. The average funding request through the State ATP surged from \$2 million to over \$4 million, with eight percent requesting \$10 million or more. Projects submitted from the Sacramento region also averaged a State ATP funding request of \$4 million across 27 competing projects from all six counties.

The final 2019 State ATP funding recommendation awarded \$237,566,000 to 51 projects. This is only seven more projects than the 2017 ATP funded when there was \$106,000,000 less to distribute. Two Sacramento region projects are included in the revised final funding recommendation: \$14,403,000 for PCTPA's "Highway 49 Sidewalk Gap Closure" in the City of Auburn and unincorporated Placer County, and \$1,122,000 for the City of Rancho Cordova's "School Zone Improvement Project".

4. Discussion/Analysis:

In June, the board approved the policy framework for the 2019 ATP. Cities, counties, and school districts in the Sacramento region submitted 25 projects requesting \$64,913,000 of Regional ATP funds. Accounting for the two projects funded by the State ATP funds and two projects funded by the 2018 Regional Program, 21 projects requesting \$54,061,000 of active transportation projects and programs remained competing for Regional ATP funds by mid-January. This is approximately five times the \$11,664,000 of available Regional ATP funding. Attachment A provides the summary of the draft Regional ATP funding recommendation and a contingency list in the event any of the recommended projects are unable to use ATP funds or fail to deliver. Inclusion on the contingency list is not a guarantee of future funding through this or other SACOG-managed funding programs. Attachment B provides project descriptions and a summary of the working group scores analysis for each project submitted to the 2019 Regional ATP.

As part of the Regional ATP process, project sponsors could reduce the requested scope funds from what was proposed for the State ATP. This option helps balance the statewide emphasis on larger projects and acknowledges a smaller regional funding pot. Project sponsors submitted supplemental regional applications to provide information specific to the regional scoring criteria and, if needed, identify the benefits of the proposed smaller scopes.

SACOG convened a multidisciplinary working group to evaluate Regional ATP projects. The working group discussed all competing projects and identified each project's strengths and potential to address the board-approved scoring criteria. They evaluated projects using Regional ATP application materials, data metrics from the SACOG project performance assessment data tool, and an electronic question/answer exchange with project sponsors to address questions that came up during working group discussion. To utilize all available Regional ATP funding, the working group considered partially funding projects—either for early phases of project development or for reduced-scope projects voluntarily described in the regional applications—while developing their recommendation. Attachment C details the evaluation process to develop the draft funding recommendation, as derived from Attachment D, the approved 2019 Regional ATP Policy Framework. Attachment E summarizes the project performance assessment outcomes for all Regional ATP projects; Attachment F identifies the working group members.

The 2019 ATP Guidelines require that at least 25 percent of the funds benefit disadvantaged communities. The draft funding recommendation identifies \$5,456,000 to fund projects that provide a significant benefit to disadvantaged communities, or 47 percent of the available funding. While 47 percent of the funds are identified as meeting the region's minimum disadvantaged community requirement, all recommended projects demonstrated at least partial benefit towards disadvantaged community residents.

SACOG must submit a final funding recommendation to the CTC in April to be included on June CTC meeting. Attachment G shows all ATP milestones for the state and regional competitions.

5. Fiscal Impact/Grant Information:

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

6. This staff report aligns with the following SACOG Work Plan Goals:

7 - Deliver Key High-Profile Transportation Projects

State ATP Funding Award List

Project	Award Amount
PCTPA – Highway 49 Sidewalk Gap Closure	\$14,403,000
Rancho Cordova – School Zone Improvements	\$1,122,000
	\$15,525,000

Recommended Regional ATP Funding Award List

Project	Award Amount
<i>Sacramento - Franklin Blvd. Complete Street Phase II</i> ¹	\$1,872,000
Sacramento - Broadway Complete Streets Project - Phase II	\$3,644,000
<i>Sacramento County - Fern Bacon Middle School SRTS</i>	\$868,000
San Juan USD - Three Steps to Safer Routes for Students	\$446,000
<i>Yuba County - Cedar Lane Elementary Safe Routes to Schools Project</i>	\$2,716,000
Woodland - West Gibson SRTS, pre-construction-only	\$600,000
Citrus Heights - Auburn Blvd. Complete Streets – Phase II	\$1,518,000
	\$11,664,000

Recommended Ranked Contingency List

Project	Contingency Award
Woodland - West Gibson SRTS construction	\$3,539,000
Yuba City - Bridge St. SR25 Shared-use Path	\$662,000
Yuba County - Ninth Ave. & Fleming Way Safe Route to School Project	\$2,879,000
West Sacramento - Sycamore Trail Phase 3	\$938,000
Folsom - Folsom Blvd. Trail Overcrossing	\$5,750,000
Sacramento - West Canal Multi-Use Trail	\$1,567,000
Davis - Davis Amtrak Olive Dr. Bicycle/Pedestrian Grade-Separated Crossing	\$5,901,000
Rancho Cordova - Neighborhood Greenway Project	\$1,079,000
Rancho Cordova - Mather Field Rd. Corridor Revitalization	\$2,675,000
Sacramento County - Folsom Blvd Complete Street Improvements, Phase II	\$4,201,000
El Dorado County - Golden Center Dr./Forni Rd. Ped and Bike Improvements	\$1,326,000
Caltrans - SR-49 Bicycle and Pedestrian Improvements	\$4,575,000
Elk Grove - Strawberry Creek Pedestrian and Bike Trail	\$1,786,000
Placer County - Martis Valley Trail Project - Segment 3E/4	\$5,077,000
Lincoln - Moore Rd. Trail Undercrossing	\$571,000

¹ Projects in italics earned an average score of 8 out of 10 or higher on the Benefit to Disadvantaged Community question. These projects are credited towards the region's state-mandated minimum 25 percent investment in disadvantaged communities. For project scoring information, please see Attachment B.

Project Scopes and Scores

Caltrans – State Route 49 Bicycle and Pedestrian Improvements

Funding Request
\$4,575,000

Project Scope: Design and construct 6 foot asphalt shoulders with Class II bike lanes and a 6 foot sidewalk on the northbound side.

Project Location: El Dorado County (Begin PM ED 10.016 / End PM ED 11.237) near the town of Diamond Springs, along State Route 49 between Koki Lane and Missouri Flat Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	22	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	14	20
Greenhouse Gas Reduction	3	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	5	10

El Dorado County - Golden Center Drive/Forni Road Ped and Bike Improvements

Funding Request
\$1,326,000

Project Scope: Design and construct infill sidewalk and accessible ramps at driveways, new crosswalks and a flashing beacon near the middle school, replace non-compliant curb ramps at three intersections, audible pedestrian signals at two intersections, and Class III bicycle routes on Golden Center Drive.

Project Location: Golden Center Drive and Forni Road immediately east of Missouri Flat Road, in the Diamond Springs area.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	25	40
Improving Safety for Bicyclists and Pedestrians	12	20
Project Performance	12	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

Projects are listed in alphabetical order by the project's county, then project sponsor name, then by project title.

Lincoln - Moore Road Trail Undercrossing

Funding Request
\$571,000

Project Scope: Design and construct 0.2 miles of Class I multiuse trail under State Route 65 to re-connect Moore Road.

Project Location: Between existing segments of Moore Road on either side of State Route 65.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	23	40
Improving Safety for Bicyclists and Pedestrians	10	20
Project Performance	11	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	3	7
Other Considerations	3	5
Disadvantaged Community Benefit	1	10

Placer County - Martis Valley Trail Project - Segment 3E/4

Funding Request
\$5,077,000

Project Scope: Design and construct a 4-mile Class I multiuse trail from the Northstar Village to the Lake Tahoe Basin creating an interconnected trail system from Truckee to North Lake Tahoe.

Project Location: The end of Segment 3F at the Village at Northstar to the "Four Corners" area of United States Forest Service Road 37 at the Lake Tahoe Basin boundary.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	20	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	12	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	2	10

Citrus Heights - Auburn Boulevard Complete Streets – Phase II

Funding Request
\$1,500,000

Project Scope: Construct Class II bike lanes, six-foot-plus buffered sidewalks, and other transit and active transportation enhancements.

Project Location: Auburn Boulevard from Orlando Avenue (City of Roseville) to Oak Grove Avenue.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	28	40
Improving Safety for Bicyclists and Pedestrians	15	20
Project Performance	16	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	6	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Elk Grove - Strawberry Creek Pedestrian and Bike Trail

Funding Request
\$1,786,000

Project Scope: Design and construct a Class I multiuse trail along Calvine Road and Strawberry Creek drainage channel.

Project Location: Monterey Trail High School entrance to Jones Park on Shasta Lily Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	23	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	13	20
Greenhouse Gas Reduction	3	8
Economic Prosperity	3	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

Folsom - Folsom Boulevard Trail Overcrossing

Funding Request
\$5,750,000

Project Scope: Design and construct a bicycle and pedestrian ramp and overcrossing.

Project Location: Folsom Boulevard south of Parkshore Drive and north of Woodmere Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	15	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	0	10

Rancho Cordova - Mather Field Road Corridor Revitalization

Funding Request
\$2,675,000

Project Scope: Design and construct standardized bike lanes, pedestrian facility upgrades, and pedestrian-level lighting.

Project Location: Mather Field Road between Folsom Boulevard and International Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	23	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	13	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Rancho Cordova - Neighborhood Greenway Project

Funding Request
\$1,079,000

Project Scope: Design and designate Class III bicycle routes through lane striping and sharrows, and install traffic calming measures such as speed feedback signs.

Project Location: In the neighborhood bounded by Folsom Boulevard to the south, Ambassador Drive to the north, Sunrise Boulevard to the east, and Rod Beaudry Drive to the west.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	13	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Sacramento - Broadway Complete Streets Project - Phase II

Funding Request
\$3,602,000

Project Scope: Design and construct a road diet (reduce from four lanes to three lanes) with bicycle facilities, pedestrian improvements, signal modifications and streetscape enhancements.

Project Location: Broadway between 16th Street/Land Park Drive and 24th Street.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	35	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	17	20
Greenhouse Gas Reduction	7	8
Economic Prosperity	6	7
Other Considerations	5	5
Disadvantaged Community Benefit	6	10

Sacramento - Franklin Boulevard Complete Street Phase II

Funding Request
\$1,850,000

Project Scope: Design a road diet (reduce travel lanes from four to two), add Class IV bikeways, sidewalk and crosswalk improvements, pedestrian lighting, landscaping, and shade trees (pre-construction only).

Project Location: Franklin Boulevard between 19th Avenue and 32nd Avenue.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	37	40
Improving Safety for Bicyclists and Pedestrians	18	20
Project Performance	18	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	6	7
Other Considerations	5	5
Disadvantaged Community Benefit	10	10

Sacramento - West Canal Multi-Use Trail

Funding Request
\$1,567,000

Project Scope: Design and construct an asphalt Class I multiuse trail with decomposed granite shoulders, pavement markings, and signage.

Project Location: East side of West Canal bounded to the north by Arena Boulevard and to the south by San Juan Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	14	20
Project Performance	16	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	0	10

Sacramento County - Fern Bacon Middle School SRTS*Funding Request*
\$858,000**Project Scope:** Design and construct sidewalks, conflict zone markings in bike lanes, new crosswalks, curb paint, and signage.**Project Location:** Martin Luther King Jr. Boulevard from 4 1st Avenue to 48th Ave, Wesley Avenue from 48th Avenue to Cuny Avenue, and Cuny Avenue from Wesley Avenue to Bowling Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	32	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	16	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	9	10

Sacramento County - Folsom Boulevard Complete Street Improvements, Phase II*Funding Request*
\$4,201,000**Project Scope:** Design and construct a 6' separated sidewalk with curb, gutter, buffered Class II bike lanes, storm drainage, pedestrian lighting, bus stop access, barrier fence and landscaping.**Project Location:** On the southerly frontage of Folsom Boulevard, approximately between Starfire Drive and Tiber Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	22	40
Improving Safety for Bicyclists and Pedestrians	12	20
Project Performance	12	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

San Juan USD - Three Steps to Safer Routes for Students*Funding Request*
\$441,000**Project Scope:** Conduct education and encouragement activities targeted toward district students, as well as coordination, evaluation and assessment efforts.**Project Location:** 14 schools within San Juan Unified School District in/around Arden-Arcade and Citrus Heights.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	33	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	16	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

Yuba City - Bridge Street SR2S Shared-use Path*Funding Request*
\$662,000**Project Scope:** Construct 1,700' x 12-foot Class I multiuse trail.**Project Location:** Bridge Street between Gray Avenue and Cooper Avenue.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	29	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	15	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	8	10

Davis - Davis Amtrak Olive Drive Bicycle/Pedestrian Grade-Separated Crossing

Funding Request
\$5,901,000

Project Scope: Design and construct a bicycle and pedestrian grade-separated crossing.

Project Location: Between the Davis Amtrak Depot and Olive Drive near Hickory Lane, across the UP Railroad tracks.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	14	20
Project Performance	13	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	7	10

West Sacramento - Sycamore Trail Phase 3

Funding Request
\$938,000

Project Scope: Construct 1/2 mile long Class I multiuse trail.

Project Location: Westmore Oaks Elementary School to the intersection of Park Boulevard and Stone Boulevard.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	28	40
Improving Safety for Bicyclists and Pedestrians	14	20
Project Performance	17	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	5	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Woodland - West Gibson SRTS

Funding Request
\$4,139,000

Project Scope: Design and construct a road diet (reduce travel lanes from four to three) with buffered Class II bike lanes, ADA corner/crossings, transit, and traffic signal improvements.

Project Location: West Gibson Road between West Street to County Road 98.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	29	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	16	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	5	7
Other Considerations	5	5
Disadvantaged Community Benefit	2	10

Yuba County - Cedar Lane Elementary Safe Routes to Schools Project

Funding Request
\$2,684,000

Project Scope: Design and construct curb, gutter, sidewalk, storm drain, and Class III bicycle routes; non-infrastructure component for bicycle and pedestrian education at Cedar Lane Elementary.

Project Location: In West Linda: along Cedar Lane from Alicia Boulevard to Garden Avenue; Alicia Avenue from Feather River Boulevard to Riverside Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	31	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	15	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	10	10

Yuba County - Ninth Avenue and Fleming Way Safe Route to School Project

Funding Request
\$2,879,000

Project Scope: Design and construct curbs, gutters, sidewalks, Class III bicycle routes, ADA ramps, striping, signage, traffic control devices, storm drains, and crosswalks.

Project Location: In Olivehurst along Ninth Avenue between Western Avenue and Powerline Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	28	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	16	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	10	10

Overview of the Regional ATP Working Group Evaluation

The Regional Active Transportation Program (ATP) Working Group (Working Group) read each project competing for Regional ATP funds, 25 in total. In November and December, the Working Group met twice to discuss projects and submit any clarifying questions to the project sponsors. Working Group members did not discuss any projects for which they had a conflict of interest, such as if they work for the project sponsor. Staff emailed these questions to project sponsors, project sponsors emailed answers, and staff shared the responses with the Working Group.

By early January, the Working Group learned that three of the twenty-five competing projects were funded through other programs. These three projects were removed from the Regional ATP competition:

1. Sacramento County's Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project, Phase II
2. Sacramento County's Howe Ave. Bicycle and Pedestrian Improvements
3. Placer County Transportation Planning Agency's Highway 49 Sidewalk Gap Closure

After the final Working Group meeting in January, the California Transportation Commission released a revised State ATP funding recommendation that included an additional SACOG region project: Rancho Cordova's School Zone Improvement. The School Zone Improvement Project is referenced throughout the Working Group documentation to accurately reflect the process, even though it is now funded through the State ATP.

The Working Group submitted scores for the 22 competing projects. Each project was scored by seven members of the Working Group; Working Group members did not score projects for which they had a conflict of interest. Scores included the performance metrics of increasing biking and walking (40 points), increasing safety (20 points), project performance (20 points), reducing greenhouse gas emissions (8 points), supporting economic prosperity (7 points), and project readiness (5 points); working group members provided a score for the potential benefit to disadvantaged community member (10 points), but this metric was not included in the total score. The 10 points for disadvantaged community benefit was used to determine which projects should be counted towards the region's state-mandated minimum 25% investment in disadvantaged communities.

Staff removed the highest and lowest scores then averaged the remaining five scores to develop each project's average score. The average scores—rounded to whole numbers—were used to develop an initial list of Regional ATP Scores for discussion at the final Working Group meeting.

Initial Regional ATP Project Scores

Project Name	Initial Score
Sacramento - Franklin Blvd. Complete Street Phase II	90
Sacramento - Broadway Complete Streets Project - Phase II	84
Sacramento County - Fern Bacon Middle School SRTS	81
San Juan USD - Three Steps to Safer Routes for Students	78

Citrus Heights - Auburn Blvd. Complete Streets – Phase II	76
Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project	75
West Sacramento - Sycamore Trail Phase 3	75
Yuba County - Cedar Lane Elementary Safe Routes to Schools Project	75
Yuba City - Bridge St. SR2S Shared-use Path	74
Folsom - Folsom Blvd. Trail Overcrossing	73
Woodland - West Gibson SRTS	73
Sacramento - West Canal Multi-Use Trail	73
Davis - Davis Amtrak Olive Dr. Bicycle/Pedestrian Grade-Separated Crossing	73
Rancho Cordova - School Zone Improvement Project	72
Rancho Cordova - Neighborhood Greenway Project	69
Rancho Cordova - Mather Field Rd. Corridor Revitalization	65
El Dorado County - Golden Center Dr./Forni Rd. Ped and Bike Improvements	63
Sacramento County - Folsom Blvd. Complete Street Improvements, Phase II	63
Caltrans - SR-49 Bicycle and Pedestrian Improvements	60
Elk Grove - Strawberry Creek Pedestrian and Bike Trail	60
Placer County - Martis Valley Trail Project - Segment 3E/4	57
Lincoln - Moore Rd. Trail Undercrossing	54

The Regional ATP Team—representatives from EDCTC, PCTPA, and SACOG—convened before the final Working Group meeting to identify the high-scoring projects that could be moved to the recommended funding list. The three projects scoring more than 80 points were nominated to move to the recommended funding list based on their notably high scores. Acknowledging the 5:1 funding request to available funds, the Regional ATP Team identified the next six projects with scores between 74 and 78 points—representing \$9,104,000 funding requests—as the starting list for discussion at the Working Group meeting to develop a final funding recommendation.

Working Group members were encouraged to nominate additional projects for further discussion if they felt they were potentially high-performing projects. The Working Group agreed discuss the six projects identified by the Regional ATP Team and nominated two additional projects for further discussion. The total funding request of the projects identified for further discussion was \$14,365,000.

Projects Identified for further discussion

Project Name	Initial Score
San Juan USD - Three Steps to Safer Routes for Students	78
Citrus Heights - Auburn Blvd. Complete Streets – Phase II	76
Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project	75
West Sacramento - Sycamore Trail Phase 3	75
Yuba County - Cedar Lane Elementary Safe Routes to Schools Project	75
Yuba City - Bridge St. SR2S Shared-use Path	74

Woodland - West Gibson SRTS*	73
Rancho Cordova - School Zone Improvement Project*	72

*Nominated for further discussion by Working Group members

The Working Group discussed each of the eight projects to revisit strengths, weaknesses, and how their questions had been answered by project sponsors. Working Group members with conflicts of interest were excused from the room when their projects were discussed. After the eight projects had been revisited, the Working Group members had the option to re-score any of the discussed projects. Staff inputted revised scores, removed the outlying high and low scores, then averaged the remaining scores to develop the revised averages.

Revised scores from the Working Group Discussion.

Project Name	Revised Score
San Juan USD - Three Steps to Safer Routes for Students	78
Yuba County - Cedar Lane Elementary Safe Routes to Schools Project	77
Woodland - West Gibson SRTS	77
Citrus Heights - Auburn Blvd. Complete Streets – Phase II	76
Yuba City - Bridge St. SR2S Shared-use Path	74
Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project	73
West Sacramento - Sycamore Trail Phase 3	73
Rancho Cordova - School Zone Improvement Project	71

Based on the re-rankings, the Working Group began to add projects to the recommended funding list by vote. For a project to be added to the recommended funding list, the majority of voting working group members (i.e. excluding any member with a conflict of interest) plus one had to vote in favor of moving a project to the funding list. To utilize all available Regional ATP funding, the working group considered partially funding projects—either for early phases of project development or for reduced-scope projects voluntarily described in the regional applications—while developing their recommendation, while not underfunding any proposed project phase. After exhausting possibilities to fully or partially fund high-scoring projects, the Working Group delegated authority to the Regional ATP Team to assign the final 1% of Regional ATP funding to avoid loss of regional funding.

Working Group Recommended Funding List

- Sacramento - Franklin Blvd. Complete Street Phase II
- Sacramento - Broadway Complete Streets Project - Phase II
- Sacramento County - Fern Bacon Middle School SRTS
- San Juan USD - Three Steps to Safer Routes for Students
- Yuba County - Cedar Lane Elementary Safe Routes to Schools Project
- Woodland - West Gibson SRTS, pre-construction-only

- Citrus Heights - Auburn Blvd. Complete Streets – Phase II

Working Group Recommended Ranked Contingency List

1. Woodland - West Gibson SRTS construction
2. Yuba City - Bridge St. SR2S Shared-use Path
3. Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project
4. West Sacramento - Sycamore Trail Phase 3
5. Rancho Cordova - School Zone Improvement Project¹
6. Folsom - Folsom Blvd. Trail Overcrossing
7. Sacramento - West Canal Multi-Use Trail
8. Davis - Davis Amtrak Olive Dr. Bicycle/Pedestrian Grade-Separated Crossing
9. Rancho Cordova - Neighborhood Greenway Project
10. Rancho Cordova - Mather Field Rd. Corridor Revitalization
11. El Dorado County - Golden Center Dr./Forni Rd. Ped and Bike Improvements
12. Sacramento County - Folsom Blvd. Complete Streets Improvements, Phase II
13. Caltrans - SR-49 Bicycle and Pedestrian Improvements
14. Elk Grove - Strawberry Creek Pedestrian and Bike Trail
15. Placer County - Martis Valley Trail Project - Segment 3E/4
16. Lincoln - Moore Rd. Trail Undercrossing

The Recommended Funding List and Ranked Contingency List were unanimously approved by the Working Group.

¹ After the final Working Group meeting in January, the California Transportation Commission released a revised State ATP funding recommendation that included an additional SACOG region project: Rancho Cordova's School Zone Improvement. The School Zone Improvement Project is included here to accurately reflect the process, even though it is now funded through the State ATP.

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.

Project Performance Assessment Outcomes by Community Type

Center and Corridor Communities

						Citrus Heights	Rancho Cordova	Sacramento	Sacramento	Sacramento County
Outcome	Metric	Metric description	A supportive score is...	Corridor Community Type Average	Regional Average	Auburn Boulevard Complete Streets – Phase II	Mather Field Road Corridor Revitalization	Broadway Complete Streets Project - Phase II	Franklin Boulevard Complete Street Phase II	Fern Bacon Middle School SRTS
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.16	0.03	0.18	0.14	0.41	0.18	0.13
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	22%	10%	2%	42%	9%	5%	29%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	1.21	0.06	3.46	2.41	8.08	1.54	1.39
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.90	0.70	0.14	0.26	0.10	0.11	0.10
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	18%	14%	19%	31%	28%	27%	38%
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	24,537	40,870	21,000	19,000	17,700
	Posted Speed Limit		Context dependent	N/A	N/A	40	45	25	35	35
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	13.5	18.3	18.3	14.4	13.6	10.9	10.7
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-11%	-6%	-7%	-11%	-19%	0%	3%
	Bike future mode share	Share of trips made by biking in 2036	Higher	5%	2%	0.7%	1.3%	5.1%	1.8%	1.6%
	Walk future mode share	Share of trips made by walking in 2036	Higher	16%	8%	5.5%	9.6%	28.8%	12.4%	9.4%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	28.4	13.4	21.6	26.1	57.0	14.6	12.8
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	3.1	0.2	0.4	1.2	0.5	1.6	1.8
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	1883	9325	2939	8173	10468
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	56%	30%	30%	77%	34%	93%	94%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking.

Outcome	Metric	Metric description*	A supportive score is...	Developing Community Type Average	Regional Average	El Dorado	Lincoln
						Golden Center Drive/Forni Road Ped and Bike Improvements	Moore Road Trail Undercrossing
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.02	0.03	0.12	0.08
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	10%	10%	36%	25%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	0.00	0.06	0.70	0.00
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.42	0.70	0.14	0.00
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	7%	14%	25%	0%
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	2106	0
	Posted Speed Limit		Context dependent	N/A	N/A	25	0
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	21.7	18.3	17.7	21.2
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-8%	-6%	9%	-6%
	Bike future mode share	Share of trips made by biking in 2036	Higher	1%	2%	0.8%	0.6%
	Walk future mode share	Share of trips made by walking in 2036	Higher	5%	8%	6.2%	4.3%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	9.9	13.4	11.3	9.3
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	0.2	0.2	0.7	1.2
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	437	<100
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	14%	30%	43%	0%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking.

Established Communities

						Caltrans	Elk Grove	Folsom	Rancho Cordova	Sacramento	SJUSD	Yuba City	
Outcome	Metric	Metric description*	A supportive score is...	Established Community Type Average	Regional Average	SR-49 Bicycle and Pedestrian Improvements	Strawberry Creek Pedestrian and Bike Trail	Folsom Boulevard Trail Overcrossing	Neighborhood Greenway Project	West Canal Multi-Use Trail	Three Steps to Safer Routes for Students	Bridge Street SR25 Shared-use Path	
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.11	0.03	0.08	0.18	0.05	0.19	0.18	0.15	0.31	
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	17%	10%	0%	38%	65%	27%	14%	15%	13%	
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	0.19	0.06	0.34	0.27	0.37	1.21	0.04	0.85	0.51	
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.72	0.70	0.70	0.00	0.11	0.14	0.42	0.06	1.34	
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	14%	14%	6%	0%	0%	31%	25%	13%	13%	
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	13500	39417	19000	2100	0	0	14438	
	Posted Speed Limit		Context dependent	N/A	N/A	45	45	55	40	40	0	25	
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	17.5	18.3	21.5	15.4	19.6	15.1	20.1	16.7	7.4	
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-6%	-6%	5%	-1%	-16%	-10%	-15%	-7%	-3%	
	Bike future mode share	Share of trips made by biking in 2036	Higher	2%	2%	0.7%	0.8%	1.1%	1.2%	1.2%	1.0%	2.3%	
	Walk future mode share	Share of trips made by walking in 2036	Higher	8%	8%	3.7%	7.1%	7.9%	8.9%	7.9%	7.0%	21.4%	
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	12.2	13.4	9.0	9.4	20.7	20.3	25.1	17.0	15.6	
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	1.1	0.2	0.1	4.2	0.3	1.7	1.0	1.9	5.6	
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	540	10,853	<100	16,667	<100	104,228	5,335	
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	31%	30%	23%	71%	0%	44%	0%	26%	83%	

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking

Rural Residential Communities

Attachment E

Outcome	Metric	Metric description*	A supportive score is...	Rural Residential Community Type Average	Regional Average	Placer
						Martis Valley Trail Project - Segment 3E/4
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.01	0.03	0.01
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	2%	10%	0%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	0.00	0.06	0.00
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.53	0.70	0.00
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	4%	14%	4%
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	16500
	Posted Speed Limit		Context dependent	N/A	N/A	55
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	28.8	18.3	41.8
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-2%	-6%	13%
	Bike future mode share	Share of trips made by biking in 2036	Higher	0%	2%	0.0%
	Walk future mode share	Share of trips made by walking in 2036	Higher	3%	8%	4.3%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	5.7	13.4	0.0
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	0.0	0.2	0.0
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	<100
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	6%	30%	0%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking.

Roster of Regional ATP Working Group Members

Name	Title	Organization	Role
Aaron Hoyt	Senior Planner	Placer County Transportation Planning Agency	Regional ATP Team, Working Group Member
Jerry Barton	Senior Transportation Planner	El Dorado County Transportation Commission	Regional ATP Team, Working Group Member
Maricela Salazar	Transportation Analyst	SACOG	Working Group Member
Megan Johnson	Associate Civil Engineer	Sacramento	Working Group Member
Tony Dang	Executive Director	Cal Walks	Working Group Member
Laura Fickle	Director, Business Development	Power Inn Alliance	Working Group Member
Brian Abbanat	Senior Transportation Planner	Davis	Working Group Member
Manu Dhaliwal	Associate Engineer	Yuba City	Working Group Member
Edgar Medina	Senior Civil Engineer	Rancho Cordova/West Sacramento	Working Group Member
AJ Tendick	Associate Analyst	SACOG	Working Group Staff
Victoria Cacciatore	Active Transportation Analyst	SACOG	Working Group Staff/Facilitator

Active Transportation Program Milestones

		Regional Active Transportation Program	State Active Transportation Program
2018	May	Board of Directors' Committees provide input on the Draft Regional ATP Policy Framework	State ATP call for projects on May 16
	Jun	Board of Directors approves final Regional ATP Policy Framework	
	Jul		State ATP applications due July 31 <i>Project sponsors must apply to the State ATP to compete in the Regional ATP</i>
	Aug	CTC adopts SACOG Regional ATP Policy Framework, formalizes Regional ATP call for projects on August 16 Regional ATP Supplemental Applications due August 31	State ATP evaluators review and score State ATP applications
	Sep	Regional Active Transportation Program working group evaluates Regional ATP projects; develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition	
	Oct		
	Nov		
	Dec		
	Jan		CTC adopts State ATP Funding Recommendation
	2019	Feb	SACOG releases Draft Regional ATP Funding Recommendation for Public Comment
Mar		Transportation Committee recommends, Board of Directors approves Final Regional ATP Funding Recommendation	
Apr			
May			
June		CTC adopts SACOG Regional ATP Funding Recommendation	