

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)
**2015 REGIONAL ACTIVE TRANSPORTATION PROGRAM AND
REGIONAL BICYCLE & PEDESTRIAN FUNDING PROGRAM**

APPLICATION & GUIDELINES RELEASE DATE: MONDAY, APRIL 20
2015 APPLICATIONS DUE: 1 p.m., Friday, June 19, 2015

This document contains information about the Sacramento Area Council of Governments (SACOG) Regional Active Transportation Program (ATP) and Regional Bicycle & Pedestrian Funding Program (BFPF). The programs grant funding from a variety of sources to local government agencies and their partners. The Regional ATP targets projects that increase walking/biking, improve safety, and benefit disadvantaged communities. The Regional BFPF concentrates on project performance to implement the MTP/SCS. Together, the programs strive to improve the region's active transportation system, air quality, and overall quality of life. Funding cycles occur approximately every two years.

Frequently Asked Questions (FAQ) provides a summary background of the program, the application requirements and other basic information.

Section 1 contains the Guidelines for the 2015 Regional Active Transportation Program and the 2015 Bicycle and Pedestrian Funding Program. Page 2 provides the schedule for this funding round.

Section 2 contains the 2015 Application Instructions. Letters of Intent are due to SACOG by Friday, June 5, 2015. Applications are due to SACOG no later than 1:00 p.m. on Friday, June 19, 2015.

Please note that these materials constitute the release of the call for projects for the Regional ATP. The framework, which dictates all application materials related to the Regional Active Transportation Program, was adopted by the California Transportation Commission on May 28, 2015, marking the formal release of the Regional ATP call for projects. All materials are available online at: http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm

The Regional Active Transportation Program applies to all six counties in the SACOG region—El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.

The Regional Bicycle & Pedestrian Funding Program applies only to the counties of Sacramento, Sutter, Yolo, and Yuba. Jurisdictions in El Dorado and Placer counties have separate programs for their funds.

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Reference Information

Schedule

Please note all dates are subject to change. To view the most recent information please visit SACOG's funding program [website](#).

April 16, 2015	Call for projects approved by the SACOG Board
Week of April 20, 2015	Issue Call for Projects for Bike/Ped Funding Program, and tentatively for Regional ATP.
May 28, 2015	California Transportation Commission (CTC) adopts the Regional ATP Frameworks, officially initiating the Regional ATP Call for Projects.
June 5, 2015	<i>Statement of Intent to Apply (specifying application titles) due (sent to Lacey Symons-Holtzen).</i>
June 19, 2015	Project applications due 1:00 p.m. to SACOG.
July 15—July 27, 2015	Working Group meets approximately five times (four in-person meetings and one webinar) to make project selection recommendations to the Regional ATP Team/SACOG staff.
July 30—week of August 19, 2015	Regional ATP Team and SACOG staff review recommendations and develop initial draft list of ranked projects for the Regional ATP and Regional BFPF.
August 26- September 17, 2015	Initial draft list of ranked projects for the Regional ATP will be shared with Regional Planning Partnership, Transportation Committee, and SACOG Board.
September 15, 2015	CTC releases State ATP award recommendations
October 7- October 29, 2015	SACOG staff makes recommendations for four-county funding programs (including the Regional BFPF and Regional ATP) to the SACOG Board of Directors. Recommendations are presented to Regional Bicycle and Pedestrian Advisory Committee, Transit Coordinating Committee, Regional Planning Partnership, and Planners Committee.
October 29, 2015	The SACOG Board approves final Regional ATP project funding recommendations and releases the draft four-county funding program project recommendations for public comment.
November, 2015	SACOG Staff submits approved Regional ATP project list to CTC
December, 2015	The SACOG Board adopts the final project funding recommendations for Regional BFPF. CTC adopts the final Regional ATP recommendations from SACOG.

Funding Program Contacts

Regional Bicycle & Pedestrian Funding Program

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2015 Flexible Funding Round Program Manager

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El Dorado or Placer County Project Questions

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Section 1

Guidelines for both the Regional Active Transportation Program and Bicycle and Pedestrian Funding Program

A. Programs

The efficiency of a truly multimodal system is a key component of achieving the goals set forth by the regional Blueprint Planning Process and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). In the Blueprint Preferred Scenario, bicycling and walking are integral to the types of development patterns depicted in the Blueprint Preferred Scenario and are necessary for its successful implementation. Projects and programs funded through these funding programs must support the implementation of the Blueprint Preferred Scenario and planning principles.

The two programs are streamlined in order to allow applicants to efficiently and effectively apply to both programs (if applicable) as well as allow the working group to more effectively recommend funding awards for both programs in a limited timeframe.

Regional ATP (Jurisdictions in El Dorado, Placer, Sacramento, Sutter, Yolo, & 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).

Regional BFPF (Jurisdictions in Sacramento, Sutter, Yolo, & Yuba Counties)

The purpose of this funding program is to provide facilities for walking and biking within the cities and towns of the Sacramento region, and to provide connections between communities. Having more people bike and walk for transportation is critical to successfully meeting state air quality conformity and greenhouse gas reduction goals. Further, the efficiency of a truly multimodal transportation system is a key component of achieving the goals set forth by the regional Blueprint and MTP/SCS.

B. Goals and Priorities

The two funding programs have been streamlined for ease in applying and review. However, both programs are unique and support regional goals and priorities with slightly different focuses. The Regional ATP targets overarching projects that demonstrate larger goals of increased walking/biking, improved safety, and benefiting disadvantaged communities. The Regional BFPF narrows that focus to specifically concentrate project performance in targeted locations that implement the MTP/SCS. Together, the programs offer the region a great

opportunity to improve the region's active transportation system, air quality, and overall quality of life.

Regional ATP Capital and Non-Capital Project Priorities

- 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;
- Demonstrated cost effectiveness; and
- Ensure that disadvantaged communities fully share in the benefits of the program.

Regional BFPF Capital Project Priorities

- Project Performance Outcomes
 - Increase access to transit services;
 - Increase access to schools;
 - Eliminate gaps in the existing bicycle/pedestrian network;
 - Remove physical barriers in the bicycle and pedestrian network;
 - Facility completion; and
 - Reduce Vehicles Miles Traveled.
- Linking to MTP/SCS
- Community Benefits

Regional BFPF Non-Capital Projects and Programs Goals

- Encourage biking and walking through public information, education, and awareness;
- Where needed, perform studies and develop plans that support the goals for capital facilities stated above; and
- Increase the level of public agency staff expertise on bicycling and walking.

The Regional ATP and Regional BFPF funding rounds focus on projects that demonstrate a potential for strong performance outcomes, such as an increase in active transportation in the region, readiness for implementation, and increasing the safety of active transportation in the region. Bicycle and pedestrian facilities achieve the greatest good when they provide safe, comfortable, and convenient options for travel in areas where popular destinations are within short distances. In addition to local intra-community connections, bicyclists and pedestrians also need to have options for medium and long distance travel on facilities that are safe, comfortable, and convenient. Intercommunity projects are bicycle and/or pedestrian connections that link communities within and between the large, medium, and small cities and towns of the six-county region. An intercommunity project should have good bicycle and/or pedestrian circulation at both ends of the segment.

For capital projects applying through these two programs, funds may be used for construction, as well as preliminary engineering, which includes environmental work and design, as well as for right-of-way phases. Non-infrastructure projects include bike/ped planning, education, information, Safe Routes to School Programs, and marketing efforts.

Non-capital programs and projects are eligible for funding, but are of lower priority than capital projects and master plans. In addition to funding needed master plans, approximately 10 percent of the Regional BFPF funds in a funding cycle may be awarded to non-capital programs.

C. Funding

The MTP/SCS identifies \$2.8 billion for investment in bicycle and pedestrian facilities, such as multi-use trails, sidewalks, supporting facilities, and other new infrastructure. The projects identified in the MTP/SCS focus on improving the bicycle and pedestrian network to more users in the region. Financial support for these two programs will come primarily from federal and state funding sources expected to be available to the region. The CTC adopted the amounts allocated to the SACOG region for the Regional ATP; the ATP funding is a combination of federal and state funds in support of biking and walking. A local funding match requirement of 11.47 percent of the total participating project cost applies.

Most of the projects selected for the Regional BFPF must qualify for Congestion Mitigation and Air Quality (CMAQ) funding, although three federal funding sources are available to SACOG.² A local funding match requirement of 11.47 percent of the total participating project cost applies. Federal funding requirements from the *Moving Ahead for Progress in the 21st Century (MAP-21)* are applicable. At the time of authorization, a new transportation bill may be applicable.

D. Project Eligibility

The projects eligible for this funding program are primarily derived from the Regional Bicycle, Pedestrian and Trails Master Plan (Master Plan) which has been amended every two years since its initial adoption in 2004, and the Regional Transportation Plans (RTP) for El Dorado and Placer counties. The Master Plan provides an expansive set of policies, , which were developed through a working group and approved by the Regional Bicycle and Pedestrian Advisory Committee and the Board of Directors in 2012 . An update to the Master Plan, specifically the projects for regional bicycle and pedestrian planning efforts, was approved by the Board in April 2015. Projects in the Master Plan that meet the adopted funding priorities (Part B-Goals and Priorities) are encouraged to apply for this Funding Program.

The Funding Program evaluation is based on criteria shaped by the goals, strategies, and actions

² These sources are currently the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality Program (CMAQ), and the State Transportation Improvement Program (STIP).

in the Master Plan. The short-term funding priorities identified in the Master Plan serve as performance objectives in the Regional BFPF. These performance objectives are designed to focus SACOG investments on projects that implement the MTP/SCS—including regionally significant projects and those that demonstrate strong performance. Projects that are included in the Master Plan or applicable RTPs and demonstrate strong performance of the adopted funding priorities are eligible to apply for the Funding Program.

Federal funding requirements from MAP-21 are applicable to projects seeking funding through both programs. Examples of eligible projects include multi-use paths, bicycle lanes and routes, sidewalks, shoulders, signals, crossings, and other infrastructure projects. For capital projects, federal funds may be used for construction, as well as preliminary engineering, which includes environmental work and design, as well as for right-of-way phases. Non-infrastructure projects include bike/ped planning, education, information, SRTS programs, and marketing efforts.

The minimum project size for capital projects including the construction phase applying to the Regional ATP and Regional BFPF is \$282,390 (\$250,000 funding award + \$32,390 local match); pre-construction-only projects applying directly to Regional BFPF have a project minimum of \$169,434 (\$150,000 funding award + \$19,434 local match); the \$282,390 threshold applies to all capital projects applying to the Regional ATP. Public agencies applying for funding for smaller projects may want to consider combining projects to meet the \$282,390 threshold, or consider a larger, multi-year program or project. The exceptions to this rule are funding for non-infrastructure projects, such as plans or Safe Routes to School Program, which have a project minimum of \$56,478 (\$50,000 funding request + \$6,478 local match) identified through the Regional ATP. The Regional BFPF does not have a project minimum for non-infrastructure projects.

E. Project Ineligibility

Projects and programs that are not eligible for Regional ATP and Regional BFPF funds include projects in new developments that are considered “good practices” according to Federal Highway Administration’s Design Guidance for Accommodating Bicycle and Pedestrian Travel, long-term staff positions, transit operations (except for bus services for bicyclists), law enforcement, and bicycle racks for carpools, vanpools, or private vehicles. Regional BFPF funds are also ineligible for facilities that serve only a recreational, rather than a transportation function, and bicycle and pedestrian facility maintenance. Caltrans Local Assistance can further discuss eligible uses of federal and state funds with project applicants.

F. Project Screening

To be eligible for funding, a capital project or program must meet the following screening criteria:

1. Project is identified in the project sponsor’s *Statement of Intent to Apply*.
2. Project sponsor has committed to providing quantifiable data collection as feasible.

3. Project is included in the Master Plan or the RTPs for EDCTC or PCTPA as a planned project. Only under very special circumstances will an application be considered that is not listed in the Master Plan or one of the identified RTPs.
4. Project is ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost. The project application may include the cost of preparing environmental documents. However, for large projects that will necessitate a full Environmental Impact Statement (EIS), the EIS can be funded separately from the design and construction of the project (which should seek funding in a later round of funding).
5. Project is eligible for appropriate funding sources (i.e. CMAQ, RSTP, STIP, and ATP).
6. Project meets the minimum project sizes for Capital projects (\$282,390 total project cost, with \$250,000 funding award + \$32,390 local match); Capital preconstruction-only projects (Regional BFPF: total project cost of \$169,434, with \$150,000 funding award + \$19,434 local match; Regional ATP minimum project size of \$282,390 still applies); and non-infrastructure project minimums (total project cost of \$56,478, with \$50,000 funding award + \$6,478 local match).
7. Project resulted from a community-based public participation process which identified and prioritized the proposed project; project sponsor must include relevant notices and materials in the appendix.
8. 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. (Regional ATP projects only).
9. Project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

Quantitative Project Evaluation Requirements and Recommendations

The most common form of evaluation for Screening Criteria 2 is conducting bicycle counts both pre- and post-project implementation, which is mandatory for all Regional ATP projects within the project reporting requirements. A recommended methodology is the National Bicycle and Pedestrian Documentation Project—more information about the methodology can be found online at: <http://bikepeddocumentation.org/>

SACOG is developing a data collection equipment loan program for agencies to utilize for collecting quantitative data on biking and walking, to be available at a later date.

G. Project Evaluation

Regional ATP

The project evaluation focuses on these six program goals for all projects and programs:

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;
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries;
3. Project improves public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues;
4. Project demonstrates cost effectiveness, which is achieved by minimizing projected capital and operating expenditures while offering strong performance benefits;
5. Project provides benefit for a disadvantaged community (points will be applied in the event the 25 percent minimum is not met); and
6. Project advances 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) and demonstrates potential for placemaking.

Other Selection Considerations

1. Project sponsor demonstrates good performance on past grants and/or federal aid projects or programs.
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).
3. Project applicant demonstrates evidence of strong support by stakeholders in the community in which the project is located.

Regional BFPF

The project evaluation focuses on these project performance outcomes for capital projects:

1. Project Performance Outcomes
 - a. Increased direct access to and around transit services;
 - b. Increased direct access to and around schools;
 - c. Elimination of gaps in the existing bike/ped network;
 - d. Removes physical barriers in the bicycle and pedestrian network;
 - e. Completes facilities;
 - f. Increases the number of utilitarian bicycle and walking trips (reduces Vehicles Miles Traveled);
2. Linking to the MTP/SCS
 - a. Project supports land use and economic development efforts in alignment with the MTP/SCS performance goals and the land use vision for the area, as described in the SCS and the local general/specific plan;
 - b. Project demonstrates the potential for placemaking by supporting bicycle and pedestrian travel as a means to achieve the MTP/SCS performance goals and the land use vision for the area, as described in the SCS and the local general/specific

- plan;
3. Community Benefits
 - a. Project demonstrates community benefits qualitatively and/or quantitatively;
 - b. Project design is context-sensitive and appropriate for surrounding environment;
 - c. Project utilizes designs that prioritize the safety of bicyclists, pedestrians, and motorists (documentation of safety issues should be included, if applicable);

BFPF Other Selection Considerations

1. Project sponsor's demonstrated readiness to move forward on a timely schedule (e.g., application includes a clear schedule, cost, risk to project, etc.);
2. Sponsor agency's commitment to implement the project, as evident by non-SACOG source funding commitments and/or inclusion in local policy documents;
3. Projects improving access to and around schools and/or transit provide demonstrated evidence of strong support by affected schools and/or transit agencies (e.g., a letter of partnership from the affected agency);
4. Inter-community projects offer evidence of strong support by all local jurisdictions where the project is located, and include commitment to land use planning consistent with regional Blueprint principles;
5. Project demonstrates cost effectiveness, which is achieved by minimizing projected capital and operating expenditures while offering strong performance benefits;
6. Sponsor agency's historical performance in delivering federal aid projects (e.g., following federal rules, STIP guidelines, delivery timeliness, etc.);
7. Application follows the content requirements.

H. Project Evaluation Process

The following process applies to the Regional ATP and Regional BFPF—only projects located in Sacramento, Sutter, Yolo, and Yuba counties are eligible for the federal funds distributed through the Regional BFPF. Placer and El Dorado Counties have their own programming process through Memoranda of Understanding with SACOG regarding those specific fund types. Project applicants (sponsors) may be any agency or organization that holds a master agreement.

SACOG reserves the right to fund less than the amount reserved for each funding program in a given funding cycle, as well as to fund projects in a program other than the one for which it was submitted. Additionally, SACOG encourages project sponsors to seek other sources of funding that may be available.

April 20—May 29	Project sponsors may meet with SACOG, EDCTC, or PCTPA staff to discuss potential projects as they relate to the program goals and outcomes.
June 5	Project sponsors must submit a <i>Statement of Intent to Apply</i> correspondence to Lacey Symons-Holtzen at lsymons-holtzen@sacog.org (Part K).
June 19	Project sponsors must submit their completed applications (including 1 electronic copy on USB or compact disc, 1 original and 5 hardcopies) to SACOG by 1pm.
June 20—June 26	Depending on the funding program(s) applied to, SACOG staff or the Regional ATP Team (representatives from EDCTC, PCTPA, and SACOG) will conduct an Eligibility Review of the applications and screen them for eligibility. Ineligible applications may be discarded, based on ineligibility for federal funds, lack of funding of the appropriate type, or on other screening criteria identified the program guidelines (Part F).
June 26—July 14	The Active Transportation Working Group reviews applications independently (transmitted from SACOG staff or the Regional ATP Team).
July 15-26	The Active Transportation Working Group evaluates all projects and submits project scores to SACOG staff/Regional ATP team electronically.
July 26	A recommended project list is developed for the Regional ATP utilizing the final scores from the Active Transportation Working Group
August 19	Initial draft list of ranked projects for the Regional ATP is submitted to the Regional Planning Partnership.
August 26—September 17	Initial draft list of ranked projects for the Regional ATP will be shared with Regional Planning Partnership, Transportation Committee, and SACOG Board.
September 15	The CTC will announce State ATP project awards. Any projects recommended for award in the Regional ATP or Regional BFPF that receive State ATP funds will be removed from the list.
September 17	The initial draft list of Regional ATP projects will be revised with State-awarded projects removed, and projects bumped up to the Regional ATP list (based on scores). The Regional ATP Team will confirm whether 25% of funds benefit Disadvantaged Communities (DAC). If the threshold is not met, the 0-10 points for DAC will be applied to each project application and the projects will be re-ranked. After the Regional ATP project recommendations are identified, the remaining projects that are not within El Dorado or Placer counties will be ranked according to the Regional BFPF scoring criteria. The list of projects recommended for award through the Regional BFPF will be developed. Contingency projects will be included in both programs, based on project scores.

Membership of the Active Transportation Working Group

The Active Transportation Working Group will be responsible for reviewing, evaluating and scoring all project applications (with the exception of their own) and for attending all of the meetings. 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 defined process. Working Group members will not vote or comment on applications from their own organizations. A staff member from EDCTC, PCTPA, and SACOG will serve on the Working Group. SACOG will organize and facilitate each meeting.

Active Transportation Working Group Composition

Expertise	Number
Land Use Planners	1
Project Engineers	2
Bicycle/ Pedestrian Planning	4 (2 advocates, 2 planners/ engineers)
Air Quality	1
Public Health	1
Transit	1
Community Groups	1
Total	11

I. Application Scoring

This describes the project performance points that Active Transportation Working Group members will use to evaluate both the Regional Active Transportation Program and the Bicycle & Pedestrian Funding Program. The points available are detailed by section within the application.

Project Performance	Regional ATP	Regional BFPF
Eligibility	Required	Required
Increasing Walking & Biking	0-30 points	0-44 points
Improving Safety for Bicyclists & Pedestrians	0-25 points	0-19 points
Supporting GHG goals and linking to MTP/SCS	0-10 points	0-21 points
Cost effectiveness	0-10 points	0-4 points + Part of Other Considerations
Improved Public Health	0-10 points	-
Benefit to Disadvantaged Communities (DAC)*	0-10 points	-
Other Considerations	0-10 points	0-12 points
TOTAL POINTS AVAILABLE	95 points *(unless 25% DAC threshold is not met)	100 points

J. Implementation

After SACOG has awarded a grant, project sponsors will be asked to:

- Provide a local (non-federal) match. The required match for most federal funding is 11.47 percent of the participating phase cost and/or the total participating project cost required for projects receiving federal funding in the Sacramento region, with a few exceptions. This does not include “in kind” match, but must be funding that is dedicated to eligible features within the project and included in its overall cost.
- Amend the project into the Metropolitan Transportation Improvement Program (MTIP) via SACTrak.
- Follow SACOG’s “Use It or Lose It” policy for obligating and spending the grant funds. The policy requires that project sponsors honor the Project Commitment schedule for obtaining funds and implementing the phases of the project.
- Comply with the California Transportation Commission’s State Transportation Improvement Program Guidelines; the Caltrans’ Local Assistance Procedures Manual; and Caltrans’ Local Assistance Program Guidelines.
- Projects receiving Active Transportation Program Funding should remain consistent with the California Conservation Corps participation indicated in the screening

criteria upon approval of funding.

When a project is programmed in the MTIP and is ready for implementation, the project sponsor requests a federal authorization (E-76) from Caltrans. Only after the project is authorized, can the sponsor incur expenses that will then be reimbursed from the grant. A project sponsor submits invoices for the entire cost incurred, and is reimbursed at the authorized reimbursement rate.

Section 2

Application and Instructions

This section directly addresses the documents for applying for a Regional ATP or BFPF Grant. Please read this section with the information in Section 1 and the [State ATP Cycle 2 Application Instructions and Guidance](#) when considering and preparing your grant application.

All materials are available online at:
http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm

K. Statement of Intent to Apply to Regional ATP, Regional BFPF, or both programs

Please see the [Bicycle & Pedestrian Funding Program webpage](#) to view or download the template for the *Statement of Intent to Apply* correspondence. The *Statement of Intent to Apply* must be submitted to Lacey Symons-Holtzen by June 5, 2015 to allow your project to compete for funding in the Regional ATP and/or the Regional BFPF.

L. Cost & Schedule Summary

Please see the [Funding Program webpage](#) to download an Excel version of the Cost and Schedule Summary for the application.

M. Project Programming Request

Please see the [Funding Program webpage](#) to download an Excel version of the Project Programming Request for the application.

N. Engineer's Estimate

Please see the [Funding Program webpage](#) to download an Excel version of the Engineer's Estimate for the application.

O. Application for both Active Transportation & Bicycle and Pedestrian Funding Program

Please see the [Funding Program webpage](#) to download an editable version of the application. A signed cover letter must be attached to an original hard-copy application. Five additional full-

color hard copies are required, in addition to an electronic submittal on USB or compact disc that includes the complete application:

- Cover letter
- Section I—Project Sponsor Information
- Section II—Project Information
- Section III—Screening Criteria
- Section IV—Narrative Questions (1-6)
- Section V—Other Considerations
- All appendix items

P. Emissions Benefit Calculations for CMAQ Funding

Please include the emission benefits calculations as part of the application Appendix. (Regional BFPF projects only)

Projects funded by the Regional BFPF may be candidates for funding under the Congestion Mitigation and Air Quality (CMAQ) program. CMAQ funds are intended to support projects that improve air quality and relieve congestion. Under the passage of MAP-21, there is an increased emphasis on addressing PM_{2.5} emissions in nonattainment and maintenance areas. The PM_{2.5} nonattainment and maintenance areas in our region include the Sacramento Area (Sacramento County, Yolo County from Winters to the eastern county border, eastern portions of Solano County, and the western portions of Placer and El Dorado Counties), and the Yuba City/Marysville Area (Sutter County and a the southern two-thirds of Yuba County). To show that air quality objectives are being met, state and local governments must demonstrate the benefits of individual CMAQ projects. Therefore, project applicants must submit a calculation of emissions reductions showing each pollutant, CO (if measurable), VOC, NO_x, PM₁₀, and PM_{2.5} in kilograms/day. While quantitative analysis is required whenever possible, a qualitative analysis is also considered acceptable when project benefits cannot be quantified.

To assist in calculating the quantitative emission benefits reductions and the cost effectiveness of the reductions, the California Air Resources Board (CARB) has produced a hard copy manual and an automated Microsoft Access database file. The manual and database are available online at:

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

Q. Quarterly Reporting Statement

Please see the [Funding Program webpage](#) to download the Quarterly Report agreement.