

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 24, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.27, Action

Prepared By: Elika Changizi
Associate Governmental Program Analyst

Published Date: June 12, 2020

Subject: Adoption of the 2021 Active Transportation Program Regional Guidelines – Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, and Tulare County Association of Governments, Resolution G-20-63

Recommendation:

Staff recommends that the California Transportation Commission (Commission) adopt the 2021 Active Transportation Program Regional Guidelines as proposed by the following agencies:

- Sacramento Area Council of Governments
- San Diego Association of Governments
- Southern California Association of Governments
- Tulare County Association of Governments

Issue:

The 2021 Active Transportation Program Regional Guidelines, for use in administering the metropolitan planning organization competitive selection process for the Sacramento Area Council of Governments, the San Diego Association of Governments, the Southern California Association of Governments, and the Tulare County Association of Governments, are being brought before the Commission as set forth in Resolution G-20-63.

Guidelines prepared by the metropolitan planning organizations are adopted by the Commission and may differ from the Commission's adopted statewide guidelines in the following areas:

- Project selection criteria or weighting
- Minimum project size
- Match requirement
- Definition of disadvantaged community

- Supplemental metropolitan planning organization specific call for projects
- Target funding amounts for certain project types

The Commission adopted statewide guidelines for administering the 2021 Active Transportation Program at the March 2020 meeting. The 2021 Active Transportation Program schedule required the metropolitan planning organizations to submit the regional guidelines to the Commission by May 15, 2020, for adoption at the June 24, 2020 Commission meeting.

Commission staff reviewed the guidelines submitted by the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), the Southern California Association of Governments (SCAG), and the Tulare County Association of Governments (TCAG) with respect to the areas for which the Commission provides flexibility and found those areas consistent with the statewide 2021 Active Transportation Program guidelines. The following table summarizes the areas that differ from the statewide 2021 Active Transportation Program Guidelines by each metropolitan planning organization:

	SACOG	SANDAG	SCAG	TCAG
Scoring criteria and weighting	X	X	X	X
Minimum project size	X	X		
Match requirement	X		X	
Definition of disadvantaged community	X	X	X	
Supplemental call for projects or questionnaire	X		X	

Sacramento Area Council of Governments

- Requires applicants to submit a regional supplemental application.
- Agencies may elect to identify a reduced scope version of the state-submitted project for the Regional Active Transportation Program competition.
- Establishes different scoring criteria and weighting systems for both infrastructure and non-infrastructure projects including scoring criteria for reducing greenhouse gas emissions and for supporting economic prosperity.
- Requires at least 7 percent of non-Active Transportation Program funding as leverage.
- Utilizes a regional definition of a disadvantaged community established in SACOG’s 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy environmental justice analysis.

- Classifies public participation, planning, and seeking the use of California Conservation Corps or qualified community conservation corps, as criteria for screening rather than scoring.
- Requires projects to be consistent with SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy, or the Regional Transportation Plan of El Dorado County Transportation Commission, or Placer County Transportation Planning Agency.

San Diego Association of Governments

- Establishes different scoring criteria and weighting systems for both infrastructure and non-infrastructure projects including scoring criteria for connecting to regional bikeways and project readiness.
- Utilizes a regional definition of a disadvantaged community established in SANDAG's adopted Regional Transportation Plan/Sustainable Communities Strategy.
- Requires applicants who wish to be considered for a TransNet-ATP funding exchange to submit a resolution from the applicant's authorized governing body.

Southern California Association of Governments

- Awards funding to projects in two program categories: Implementation projects (no less than 95 percent of total regional funds), and Planning & Capacity Building projects (no more than 5 percent with a maximum of 2 percent being dedicated to Planning projects).
- Supplemental call for Planning & Capacity Building projects.
- Utilizes a regional definition of disadvantaged communities with additional criteria including Environmental Justice Areas and Communities of Concern.
- Establishes different scoring criteria and weighting through county transportation commissions. This prioritizes implementation projects by adding up to 20 points to projects that are consistent with plans adopted by local and regional governments within the county transportation commission.

Tulare County Association of Governments

- Allows agencies to phase and segment their projects due to the lower amount of funding available in the MPO component.
- Establishes different scoring criteria and weighting systems by awarding bonus points to projects that benefit severely disadvantaged communities, projects that are in the Measure R expenditure plan; were previously funded under the Transportation Enhancement Program; or are part of an agency-adopted Complete Streets Plan or a local or regional active transportation plan.

Background:

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). As stated in

Senate Bill 99, the metropolitan planning organizations, charged with programming Active Transportation Program funds, have discretion to develop regional guidelines for their respective competitive component.

The Commission adopted the 2021 Active Transportation Program Regional Guidelines proposed by the Metropolitan Transportation Commission on March 25, 2020 (Resolution G-20-37) and the San Joaquin Council of Governments on May 13, 2020 (Resolution G-20-48). The Kern Council of Governments, the Stanislaus Council of Governments, and the Tahoe Metropolitan Planning Organization will not propose regional specific 2021 Active Transportation Program Guidelines. The Fresno Council of Governments will be bringing forward their regional specific 2021 Active Transportation Program guidelines at the August Commission meeting.

To provide additional time for agencies to complete their applications while addressing the impacts of the COVID-19 State of Emergency, the Commission adopted an amended 2021 Active Transportation Program Schedule at the special Commission Meeting held on April 29, 2020. However, several of the Metropolitan Planning Organization's Boards, including the Metropolitan Transportation Commission, the San Joaquin Council of Governments, and the Southern California Association of Governments, had already adopted their regional guidelines with the original 2021 Active Transportation Program schedule. The Commission anticipates that these agencies will update their regional guidelines with the amended schedule either through delegated staff authority or a future board action.

Attachments:

- Attachment A: Resolution G-20-63
- Attachment B: 2021 Active Transportation Program Regional Guidelines for Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, and Tulare County Association of Governments

**CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2021 ACTIVE TRANSPORTATION PROGRAM
REGIONAL GUIDELINES – SACRAMENTO AREA COUNCIL OF GOVERNMENTS,
SAN DIEGO ASSOCIATION OF GOVERNMENTS, SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS, AND TULARE COUNTY ASSOCIATION OF
GOVERNMENTS**

RESOLUTION G-20-63

- 1.1 **WHEREAS**, Streets and Highway Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with allocating funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection; and
- 1.1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking, and
- 1.2 **WHEREAS**, the Active Transportation Program Guidelines (Resolution G-20-31) require the Commission to adopt a metropolitan planning organization's use of different project selection criteria or weighting, minimum project size, match requirement, definition of disadvantaged communities, or target funding amount for certain project types; and
- 1.3 **WHEREAS**, the Active Transportation Program Guidelines (Resolution G-20-31) require metropolitan planning organizations to submit their supplemental guidelines to the Commission by May 15, 2020; and
- 1.4 **WHEREAS**, the metropolitan planning organization supplemental guidelines were submitted by the Sacramento Area Council of Governments on May 12, 2020; the San Diego Association of Governments on April 17, 2020; the Southern California Association of Governments on May 5, 2020; and the Tulare Association of Governments on May 18, 2020.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the regional guidelines proposed by the Sacramento Area Council of Governments, the San Diego Association of Governments, the Southern California Association of Governments, and the Tulare Association of Governments for administering the metropolitan planning organization competitive program of their 2021 Active Transportation Program as presented by Commission staff on June 24, 2020; and
- 2.2 **BE IT FURTHER RESOLVED**, that the guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation.



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May 11, 2020

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Mr. Weiss:

The Sacramento Area Council of Governments (SACOG) is pleased to submit for your review our proposed Metropolitan Planning Organization (MPO) Guidelines for the 2021 Active Transportation Program (ATP). The MPO Guidelines were approved on May 7 by the SACOG Transportation Committee with delegated authority from the Board of Directors.

The MPO Guidelines were prepared through a public process involving member agencies, advocacy groups, and stakeholders. SACOG coordinated with our regional transportation planning agency partners, El Dorado County Transportation Commission and Placer County Transportation Planning Agency, on developing the MPO Guidelines, planning of a call for projects across the six-county region, and preparation of the MPO application.

SACOG's proposal for the 2021 ATP is identified in the attached 2021 Regional ATP Policy Framework approved on May 7. The SACOG Regional ATP Policy Framework outlines specific eligibility, project selection process, working group membership, screening, project size and matching requirements, use of a region-specific disadvantaged communities definition in addition to the State-identified definitions, and project performance outcomes and weighting (criteria).

If you have any questions regarding SACOG's proposed MPO Guidelines, please contact Matt Carpenter at mcarpenter@sacog.org or (916) 321-9000.

Thank you,

A handwritten signature in blue ink, appearing to read "James Corless", is written over a white background.

James Corless
Executive Director

Attachment:
SACOG 2021 Regional ATP Policy Framework
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
Environmental Justice Areas Map

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Cc:

Laurie Waters, California Transportation Commission

Woodrow Deloria, El Dorado County Transportation Commission

Mike Luken, Placer County Transportation Planning Agency

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.

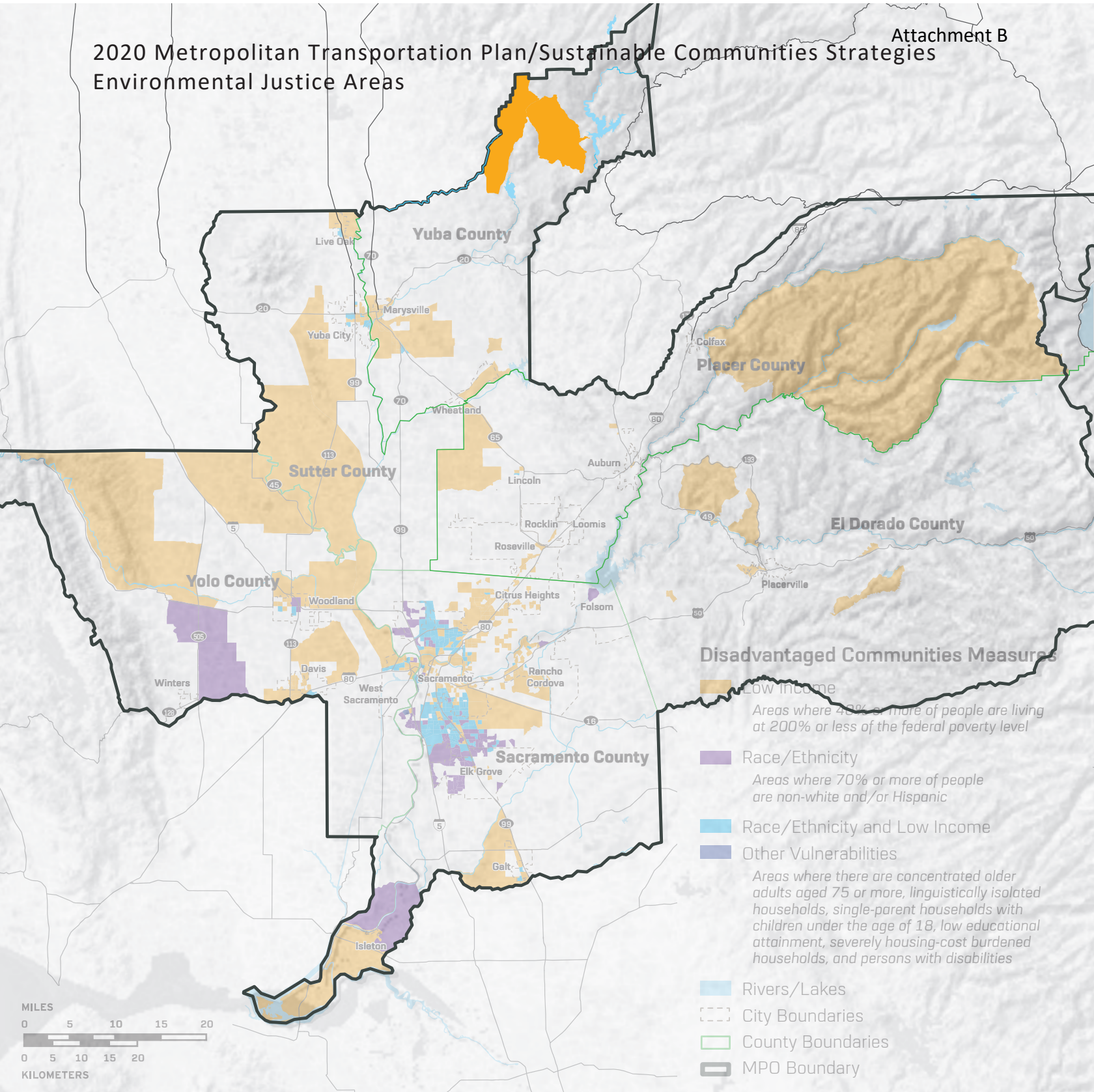
1. Project increases walking and bicycling by connecting people to destinations and strengthening the active transportation network with solutions designed for the intended users. **0-45 points**
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and 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.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategies Environmental Justice Areas



Disadvantaged Communities Measures

- Low Income
Areas where 40% or more of people are living at 200% or less of the federal poverty level
- Race/Ethnicity
Areas where 70% or more of people are non-white and/or Hispanic
- Race/Ethnicity and Low Income
- Other Vulnerabilities
Areas where there are concentrated older adults aged 75 or more, linguistically isolated households, single-parent households with children under the age of 18, low educational attainment, severely housing-cost burdened households, and persons with disabilities



- Rivers/Lakes
- City Boundaries
- County Boundaries
- MPO Boundary

Statewide and Regional Active Transportation Program Milestones*

Regional Active Transportation Program		State Active Transportation Program*	
2 0 2 0 2 0 2 1	March	Board of Directors' Committees provide input on the Draft Regional ATP Policy Framework	
	April	Board of Directors reviews final Regional ATP Policy Framework	State ATP call for projects on March 26
	May	Transportation Committee approves final Regional ATP Policy Framework (delegated authority from Board)	
	Jun	CTC adopts SACOG Regional ATP Policy Framework	
	Jul		State ATP quick-build applications** due July 15 <i>All quick-build applicants are encouraged to apply to the State ATP</i>
	Aug		
	Sep	Supplemental Regional ATP call for projects on September 1	State ATP applications due September 15 <i>All applicants are encouraged to apply to the State ATP</i>
	Oct		State ATP evaluators review and score State ATP applications
	Nov		CTC releases draft staff quick-build ATP funding recommendation by November 16
	Dec	Regional ATP applications due December 3	CTC adopts State ATP quick-build funding recommendation December 2
	Jan	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	State ATP evaluators complete review and scoring process of State ATP applications
	Feb		CTC releases draft staff State ATP funding recommendation by February 15
Mar	CTC adopts State ATP funding recommendation		
Apr	SACOG releases Draft Regional ATP funding recommendation for public comment		
May	Transportation Committee recommends, Board of Directors approves Final Regional ATP funding recommendation		
Jun	CTC adopts SACOG Regional ATP funding recommendation		

**Statewide ATP milestone dates are updated based on Active Transportation Program schedule revisions from the April 29, 2020 CTC meeting agenda.*

***The State Active Transportation Program Guidelines identified a maximum of \$7,000,000 to be set aside for interim capital improvement projects that further the goals of the ATP. These projects are being evaluated separately from longer-term ATP projects.*



April 17, 2020

File Number 3300200

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

Ms. Laurie Waters
Associate Deputy Director
California Transportation Commission
Laurie.Waters@catc.ca.gov

Dear Ms. Waters:

Subject: Proposed San Diego Regional Call for Projects for the 2021 Active Transportation Program (ATP)

The San Diego Association of Governments (SANDAG) is pleased to submit its proposed regional call for projects for consideration at the upcoming California Transportation Commission (CTC) meeting scheduled for June 24-25, 2020.

The SANDAG regional call for projects (enclosed) was approved by the SANDAG Board of Directors on March 27, 2020. The proposed call for projects aligns with requirements in the 2021 ATP Guidelines, including the benefit to disadvantaged communities, the types of projects considered to be eligible, and the minimum project size. SANDAG respectfully submits the below proposed areas that differ from the 2021 ATP Guidelines for CTC consideration. Other aspects of the SANDAG call for projects remain consistent with the ATP guideline requirements.

- Definition of Disadvantaged Community: a regional definition of a disadvantaged community has been included that was developed as part of the current SANDAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) per the obligations with Title VI of the Federal Civil Rights Act of 1964. San Diego Forward: The Regional Plan was adopted by the SANDAG Board of Directors in October, 2015. The disadvantaged community definition included in the Plan was developed following a robust public outreach process that included the input of many community stakeholders and was stratified based on severity. This definition is used for the region's broader planning purposes, not just ATP funding, which is consistent with the 2021 ATP Guidelines.
- Project criteria/weighting: The SANDAG regional guidelines include different project selection criteria and weighting compared to those in the 2021 ATP Guidelines. The regional guidelines include additional criteria that are based on previously adopted regional priorities. The criteria are included on pages 10-11 for infrastructure projects, and pages 12-13 for non-infrastructure projects.

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
Port of San Diego
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org or Jenny Russo at (619) 699-7314 or jenny.russo@sandag.org for additional information or clarification. We appreciate your consideration of the proposed SANDAG regional call for projects at the upcoming June CTC meeting.

Sincerely,



JENNY RUSSO
Senior Contracts Compliance Officer

Enclosures:

1. SANDAG Regional Call for Projects for CTC Approval
2. SANDAG March 27, 2020 Board of Directors Report
3. SANDAG Resolution No. 2020-20

California Active Transportation Program Cycle 5: Regional Call for Projects

Overview

The California Active Transportation Program (ATP) is a competitive funding program administered jointly by the California Transportation Commission (CTC) and Caltrans to fund projects that encourage active modes of transportation. The competition will be held in two stages, beginning with the statewide competition opening this month, followed by the San Diego regional competition beginning in May. CTC staff will consider adjusting the schedule to accommodate impacts from the COVID-19 pandemic at its meeting in May. This report provides an overview of the regional component of the ATP, including the role of SANDAG, and next steps in the process.

Key Considerations

Active Transportation Program Funding Distribution and Available Funding

State and federal law separate the ATP into multiple, overlapping components. Approximately \$890 million has been budgeted for the 2021 ATP over four years, beginning with FY 2021-2022. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Component:** 10% of ATP funds (\$88.7 million in total, or approximately \$22.2 million per year) are distributed to small, urban and rural areas with populations of 200,000 or less via a competitive process jointly administered by the CTC and Caltrans. This portion of the ATP is not applicable to the San Diego region since the region's population is greater than 200,000.
2. **Statewide Component:** 50% of ATP funds (\$443.5 million, or approximately \$110.8 million per year) are distributed to projects competitively awarded by the CTC on a statewide basis.
3. **Regional Component:** 40% of ATP funds (\$354.8 million, or approximately \$88.7 million per year) are distributed to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000. The CTC distributes these funds based on the total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. SANDAG is the administrator for the San Diego regional ATP competition. The estimated funding available for the San Diego region is \$16.01 million total, or approximately \$4 million per year. Projects not selected for funding in the statewide component must be considered in the regional component.

A minimum of 25% of the funds distributed by each of the three components must benefit disadvantaged communities.

Action: **Adopt**

The Board of Directors is asked to adopt Resolution No. 2020-20, certifying the submission of the proposed 2021 San Diego Regional Active Transportation Program (ATP) Call for Projects to the California Transportation Commission for use in the 2021 San Diego Regional ATP competition.

Fiscal Impact:

Pending the results of the regional competition, approximately \$16 million in state and federal funding will be provided to active transportation projects in the San Diego region.

Schedule/Scope Impact:

Funding will be distributed to selected projects between 2021 and 2025.

Eligible Applicants

Local, regional, and state agencies are eligible to apply for both the statewide and regional competitive programs. Examples include but are not limited to cities, counties, MPOs, and Regional Transportation Planning Agencies. Other eligible applicants include Caltrans, transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Regional Competition Guidance and Selection Criteria

The CTC Guidelines allow an MPO, with CTC approval, to use different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for its competitive selection process. For the past four cycles of the ATP, the Board of Directors has approved using the project selection criteria from the most recent *TransNet* Active Transportation Grant Program (ATGP) as the basis for the San Diego regional ATP competition. The last cycle of the ATGP was conducted in 2018 and those criteria and weighting, adopted by the Board in December 2017, were used as the foundation for the San Diego regional ATP. Adjustments have been made to add criteria required by the CTC and change the weighting of some of the ATGP criteria to accommodate the additional points needed for the CTC criteria. A comparison of the evaluation criteria and weighting for the Regional ATP and *TransNet* ATGP is included in Attachment 1.

Staff proposes updating the Call for Projects for the 2021 San Diego regional ATP to incorporate changes made to the 2021 ATP Guidelines by the CTC, as well as adjustments as a result of the last cycle of the ATP. A summary of the changes proposed to be made to the 2021 San Diego Regional ATP Call for Projects are outlined in Attachment 2. Small changes are proposed to the point values in just two categories as compared to the last cycle and Attachment 2 describes why those changes are proposed.

The proposed 2021 San Diego Regional ATP Call for Projects, including the scoring criteria and weighting, are included in Attachment 3.

Next Steps

Pending approval by the Board, staff will submit the proposed 2021 San Diego Regional ATP Call for Projects to the CTC. The San Diego regional competition would be opened following CTC approval of the proposed Call for Projects at its May 13-14, 2020, meeting.

Hasan Ikhata, Executive Director

Key Staff Contacts: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org
Audrey Porcella, (619) 699-1961, audrey.porcella@sandag.org

Attachments:

1. Comparison of Evaluation Criteria and Weighting for Regional Active Transportation Program and *TransNet* Active Transportation Grant Program
2. Summary of Proposed Changes to the 2021 San Diego Regional Active Transportation Program Call for Projects
3. Proposed 2021 San Diego Regional Active Transportation Program Call for Projects
4. Draft Resolution No. 2020-20: 2021 San Diego Regional Active Transportation Program Call for Projects

**Comparison of Evaluation Criteria and Weighting for Regional Active Transportation Program and
TransNet Active Transportation Grant Program**

INFRASTRUCTURE PROJECTS				
CTC Req.	No.	CATEGORY	MAXIMUM POINTS POSSIBLE	
			Regional ATP	TransNet ATGP
	1.	DEMAND ANALYSIS	Up to 14	Up to 15
	2.	PROJECT CONNECTIONS		
	A.	Regional Bicycle Network	Up to 8	Up to 8
	B.	Existing or Programmed Transit	Up to 12	Up to 12
	C.	Completes Connection in Local Bicycle Network	Up to 10	Up to 8
	D.	Existing Pedestrian Network	Up to 10	Up to 8
	3.	SAFETY AND QUALITY OF PROJECT		
	A.	Safety and Access Improvements	Up to 18	Up to 12
	B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	Up to 18	Up to 15
	C.	Alignment with ATP Goals	Up to 18	Up to 18
	D.	Innovation	Up to 12	Up to 8
	4.	SUPPORTIVE POLICIES AND PROGRAMS		
	A.	Complementary Programs	Up to 6	Up to 3
	B.	Climate Action Plan and Complete Streets Policies	Up to 2	Up to 2
	B.	Greenhouse Gas (GHG) Emission Reductions	Up to 8	Up to 8
	5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES	Up to 20	Up to 20
	6.	PUBLIC HEALTH	Up to 10	N/A
X	7.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS	Up to 6	N/A
X	8.	BENEFIT TO DISADVANTAGED COMMUNITY	Up to 10	N/A
	9.	MATCHING FUNDS	Up to 8	Up to 7
	10.	COST EFFECTIVENESS	Up to 10	Up to 6
	11.	REGIONAL HOUSING NEEDS ASSESSMENT (Board Policy No. 033)*	N/A	Up to 50
		TOTAL POINTS	200	200

* The criteria for the Regional Housing Needs Assessment was not included in the Regional ATP criteria per paragraph 2.4 that states funds that can be allocated to entities other than local jurisdictions are not subject to the provisions of Board Policy No. 033.

NON-INFRASTRUCTURE PROJECTS						
CTC Req.	No.	CATEGORY	MAXIMUM POINTS POSSIBLE			
			Regional ATP		TransNet ATGP	
			PLANS	NON-INFR	PLANS	EEA
	1.	DEMAND ANALYSIS	Up to 28	N/A	Up to 2	N/A
	2.	ALIGNMENT WITH ATP GOALS	Up to 30	Up to 30	Up to 30	Up to 20
	3.	COMPREHENSIVENESS AND GREENHOUSE GAS EMISSION REDUCTIONS				
	A.	Comprehensiveness	Up to 30	Up to 30	Up to 15	Up to 15
	B.	Climate Action Plan and Complete Streets Policies	Up to 2	Up to 2	Up to 2	Up to 2
	C.	Greenhouse Gas Emission Reductions	Up to 8	Up to 8	Up to 8	Up to 8
	4.	METHODOLOGY	Up to 30	Up to 30	Up to 30	Up to 30
	5.	COMMUNITY SUPPORT	Up to 15	Up to 15	Up to 15	Up to 15
	6.	EVALUATION	N/A	Up to 20	N/A	Up to 20
	7.	INNOVATION	N/A	Up to 15	N/A	Up to 10
	8.	PUBLIC HEALTH	Up to 15	Up to 15	N/A	N/A
X	9.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS	N/A	Up to 5	N/A	N/A
X	10.	BENEFIT TO DISADVANTAGED COMMUNITY	Up to 20	Up to 10	N/A	N/A
	11.	MATCHING FUNDS	Up to 10	Up to 10	Up to 20	Up to 20
	12.	COST EFFECTIVENESS	Up to 12	Up to 10	Up to 10	Up to 10
	13.	REGIONAL HOUSING NEEDS ASSESSMENT (Board Policy No. 033)*	N/A	N/A	Up to 50	Up to 50
		TOTAL POINTS	200	200	200	200

* The criteria for the Regional Housing Needs Assessment was not included in the Regional ATP criteria per paragraph 2.4 that states funds that can be allocated to entities other than local jurisdictions are not subject to the provisions of Board Policy No. 033.

**Summary of Proposed Changes
to the 2021 San Diego Regional Active Transportation Program Call for Projects**

- Removed duplicative information throughout the document that is contained and governed by the CTC ATP Guidelines, such as:
 - Purpose and program goals of the ATP
 - Minimum and maximum requests for funds, matching and leveraging funds
 - Eligible applicant types
 - Requirements for master and baseline agreements, and when partnering with implementing agencies
 - Eligible project types/categories
 - Definitions of disadvantaged communities using median household income, CalEnviroScreen, National School Lunch Program, Native American Tribal Lands, or Other.¹
- Updated the schedule to include dates for the 2021 competitive program.
- Included an allowance for additional applications not submitted through the statewide competition.
- Removed the requirement for a supplemental questionnaire under the regional competition.
- Clarified that a resolution is only required for applicants who wish to be considered for a *TransNet*-ATP funding exchange if one is offered.
- Separated the detailed scoring criteria information into a separate document entitled “2021 ATP Scoring Rubrics for the San Diego Regional Competition.”
- Made the following changes to the infrastructure scoring criteria:
 - Decreased the maximum number of points possible for Demand Analysis from 15 to 14 to make mathematical calculations easier, which will result in applicants receiving points in whole numbers instead of decimals.
 - Increased the maximum number of points possible for Use of California Conservation Corps or a Qualified Community Conservation Corps from 5 to 6 to redistribute the points from the change to the Demand Analysis criteria.
- Made the following changes to the non-infrastructure scoring criteria:
 - Reduced the maximum number of points possible for Demand Analysis from 30 to 28 to make mathematical calculations easier, which will result in applicants receiving points in whole numbers instead of decimals.
 - Increased the maximum number of points possible for Cost Effectiveness from 10 to 12 to redistribute the points from the change to the Demand Analysis criteria.

¹ These definitions are still permitted for use under CTC Guidelines. They were removed and a reference to them in the CTC Guidelines was added to prevent duplicative information in the Call for Projects for the San Diego Regional Competition and to clearly demonstrate to the CTC that there is only one additional criteria allowed under the San Diego regional competition for determining a benefit to a disadvantaged community, which is the definition provided for in the SANDAG Regional Transportation Plan (San Diego Forward: The Regional Plan).



**2021
SAN DIEGO REGIONAL
ACTIVE TRANSPORTATION
PROGRAM (ATP)
CALL FOR PROJECTS**

BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill (SB) 99 (Chapter 359, Statutes of 2013) and Assembly Bill (AB) 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. SB 1 (Chapter 2031, statutes of 2017) added an additional \$100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the California Transportation Commission (CTC) and California Department of Transportation (Caltrans).

State and federal law separate the ATP into multiple, overlapping components. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Competition** - 10 percent of ATP funds are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process administered jointly by the CTC and Caltrans. Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects within the boundaries of a Metropolitan Planning Organization (MPO) with an urban area with a population of greater than 200,000 (e.g. San Diego) are not eligible for funding in the Small Urban/ Rural Competition.
2. **Statewide Competition** - 50 percent of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.
3. **Regional Competition** - 40 percent of ATP funds are distributed to MPOs in urban areas with populations greater than 200,000. These funds are distributed based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. As an MPO, SANDAG is the administrator for the San Diego Regional Competition. Projects not selected for programming in the Statewide Competition must be considered in the Regional Competition.

QUESTIONS

If you have any questions regarding the ATP, please contact:

Audrey Porcella
Audrey.Porcella@sandag.org
(619) 699 1961

A minimum of 25 percent of the funds distributed by each of the three competitions must benefit Disadvantaged Communities as defined by the Guidelines.

PROGRAM GUIDELINES

SB 99 and AB 101 require the CTC to develop program guidelines for each cycle of the ATP that describe the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Guidelines provide additional information beyond what is described in this document and should be reviewed by applicants prior to submitting an application for ATP funding. The Guidelines are posted on the CTC's website at <https://catc.ca.gov/programs/active-transportation-program> as well as the Caltrans website at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

CYCLE 5 SCHEDULE

The following schedule lists the major milestones for the development and adoption of the Cycle 5 ATP.

STATEWIDE COMPETITION	
CTC adoption of ATP Guidelines, estimated available funding released	3/25-3/26/2020
Statewide Call for Projects released	3/25-3/26/2020
Application submittal deadline for Statewide Competition	9/15/2020
CTC staff recommendation of projects for Statewide Competition	2/15/2021
CTC adoption of recommended projects for Statewide Competition	3/24/2021
SAN DIEGO REGIONAL COMPETITION	
SANDAG Board of Directors considers San Diego Regional ATP Guidance	3/27/2020
CTC considers San Diego Regional Guidance for approval	6/24-6/25/2020
San Diego Regional Call for Projects released	6/25/2020
Application submittal deadline for San Diego Regional Competition	9/30/2020
Scoring and ranking of San Diego Regional Competition applications	10/1/2020-2/19/2021
<i>TransNet</i> Swap coordination with applicants for San Diego Regional Competition (if applicable)	2/22-3/5/2021
Deadline for applicants to submit Resolution for <i>TransNet</i> /ATP funding exchange (if applicable)	3/27/2021
Publication of recommended ranked project list for San Diego Regional Competition (through posting of Transportation Committee Agenda)	4/7/2021
SANDAG Independent Taxpayer Oversight Committee (ITOC) reviews <i>TransNet</i> /ATP funding exchange concept (if applicable)	4/14/2021
SANDAG Transportation Committee reviews project rankings for San Diego Regional Competition	4/16/2021
SANDAG Board of Directors considers project rankings for San Diego Regional Competition	4/23/2021
CTC considers adoption of project rankings for San Diego Regional Competition	6/23/2021

FUNDING

Amount of Funding Available in San Diego Regional Component

Cycle 5 of the ATP includes funding for four years; 2021-2022, 2022-2023, 2023-2024, and 2024-2025. The amount of funding available for the San Diego Regional Competition is estimated to be \$16,019,000.

DISADVANTAGED COMMUNITY REQUIREMENT

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a Disadvantaged Community.

The application must clearly articulate how the project benefits the Disadvantaged Community. There is no presumption of benefit, even for projects located within a Disadvantaged Community. For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- be located within or be within reasonable proximity to, the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

For a project to qualify as benefitting a Disadvantaged Community in the Regional Competition, the community served by the project must either meet at least one of the criteria outlined in the [2021 ATP Guidelines](#) (p.10-11) or meet one of the criteria as adopted in the SANDAG regional transportation plan (San Diego Forward: The Regional Plan, available at sdforward.com/regionalplan). San Diego Forward: The Regional Plan defines Disadvantaged Communities as minority, low-income, and senior populations.

- The term "minority" as used by SANDAG is described by the Federal Highway Administration as: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
- Low-income populations are those with income levels below 200 percent of the Federal Poverty Rate.
- Senior populations include anyone 75 years old and older.

PROJECT APPLICATION REQUIREMENTS

To apply for the San Diego Regional Competition, all applicants must complete and submit an application using the applicable statewide template, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

Applicants that submit applications for the Statewide Competition will automatically be considered for the Regional Competition. **Applicants that submit an application in the Statewide Competition do not need to submit another copy of their application to SANDAG.**

New this cycle, applicants may submit an application to the Regional Competition without having submitted the application to the Statewide Competition. **Applicants that submit an application in only the Regional Competition must submit their application directly to SANDAG in the manner specified below.**

Regional Competition Project Application Submittal Deadline

One electronic (PDF) copy of the application must be received by SANDAG no later than **5 p.m. on Wednesday, September 30, 2020**. Applications should be addressed to:

Audrey Porcella
Regional ATP Administration
Audrey.Porcella@sandag.org

RESOLUTION FOR FUNDING EXCHANGE, IF APPLICABLE

Historically, SANDAG has been able to offer a *TransNet*-ATP funding exchange under special circumstances. If the opportunity becomes available, applicants who wish to be considered for a *TransNet*-ATP funding exchange must also submit a resolution from the applicant's authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035:

- Applicant's governing body commits to providing the amount of matching and leveraging funds set forth in the grant application.
- Applicant's governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

The resolution must be received by SANDAG no later than March 27, 2021 at 5 p.m. The resolution will be utilized in the event a *TransNet*-ATP funding exchange is implemented.

See the section of this document entitled "TransNet-ATP Funding Exchange (Optional Step)" for additional information.

PROJECT SELECTION PROCESS

Step 1: Eligibility Screen

Applications will be screened for eligibility, which will consist of the following:

- Consistency with the 2050 Regional Transportation Plan/Sustainable Community Strategy
- Consistency with a relevant, adopted active transportation plan or other similar plan
- Use of the appropriate application
- Supplanting funds: a project that is already fully funded will not be considered for funding in the ATP. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: the project must be one of the four types of projects listed in the [CTC ATP Guidelines](#) (p. 10-13).
- With the exceptions outlined in the [CTC ATP Guidelines](#) (Section 25, p. 20-21) and applicants using the large infrastructure application, an applicant applying for pre-construction phases must also apply for funding in the construction phase.
- Request of at least \$250,000 in ATP funding.
- Projects that are already fully funded or projects that are a capital improvement required as a condition for private development approval or permits are not eligible for ATP funding.
- A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the following cycle.

Projects that are screened out because of the above listed criteria will not be considered eligible for the ATP and will not be evaluated or given a score. Applicants with projects that are screened out will be notified as soon as non-eligibility has been determined.

Step 2: Quantitative Evaluation

SANDAG will conduct the quantitative evaluation, which includes all scores that use Geographic Information Systems (GIS) or a formula to award points.

Step 3: Qualitative Evaluation

A multidisciplinary review panel will conduct the qualitative evaluation for each application using the scoring criteria and rubrics developed for the Cycle 5 San Diego Regional ATP.

Step 4: Initial Ranking

A project's quantitative score will be added to the qualitative score given by each evaluator. Each evaluator's scores will be ranked highest to lowest and the "Sum of Ranks" will be used to determine an overall ranked project list.

See the section of this document entitled "Project Rankings" for additional information.

Step 5: Disadvantaged Communities Minimum Funding Requirement

Funding recommendations will be reviewed to ensure that 25 percent of the available funds will be dedicated to projects and programs that benefit Disadvantaged Communities. If necessary, adjustments to funding recommendations will be made to meet the minimum requirement.

Step 6: Final Ranking & Contingency Project List

The final list of project rankings will be produced.

SANDAG will recommend a list of Regional ATP projects for programming by the CTC that is financially constrained to the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, SANDAG will include a list of contingency projects, listed in order based on the project's final ranking. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 San Diego Regional ATP. This will ensure that the San Diego Regional ATP will use all ATP funds allotted to the San Diego region. The contingency list is valid until the adoption of the next Statewide ATP cycle.

The final ranking and contingency project list will be provided to the CTC in April 2021 for consideration by the CTC in June 2021.

Step 7: *TransNet*-ATP Funding Exchange (Optional Step)

If a SANDAG project is recommended to receive ATP funding through the Regional Competition, and the funding plan for that project contains *TransNet* funds, there may be an opportunity to implement a funding exchange with projects from local jurisdictions recommended for ATP funding through the Regional Competition. This exchange would reduce the administrative burden to local jurisdictions associated with ATP funding requirements and would consolidate the allocation of ATP funds to as few projects as practicable.

Should a funding exchange be proposed, local jurisdiction projects that elect to participate in the exchange would be removed from the Regional Competition and be funded through the *TransNet* Active Transportation Grant Program (ATGP). The *TransNet*-funded projects would be administered in the same manner as other *TransNet* ATGP projects and be subject to the terms and conditions of SANDAG [Board Policy No. 035](#).

Projects from applicants other than local jurisdictions are ineligible for the *TransNet*-ATP funding exchange.

SANDAG staff will make the determination of whether a funding exchange is an option under the Cycle 5 Regional ATP. The ability to make the exchange and the terms and conditions of such exchange shall be in SANDAG's sole discretion and this determination will be made for Cycle 5 only.

Note:

- Projects that are a component of major roadway reconstruction projects funded by *TransNet* are subject to the Routine Accommodations Provisions outlined in SANDAG [Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules, Rule 21](#) and will not be eligible for the funding exchange.
- Per the adoption of San Diego Forward: The Regional Plan and GHG Mitigation Measure 4A included in the Environmental Impact Report, local jurisdictions receiving *TransNet* ATGP funding must have both a locally adopted Climate Action Plan (CAP) and Complete Streets (CS) Policy. The CAP and CS Policy must meet the requirements outlined in GHG Mitigation Measure 4A and in the California Complete Streets Act of 2008. Local jurisdictions that do not have an adopted CAP or CS in place at the time of the *TransNet*-ATP exchange is offered will not be eligible for the funding exchange.

EVALUATION PANEL

Applications will be scored by an Evaluation Panel consisting of members from several SANDAG working groups – Active Transportation Working Group (ATWG), Cities/County Transportation Advisory Committee (CTAC), and Regional Planning Technical Working Group (TWG); and/or academic or other individuals with expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit Disadvantaged Communities.

Evaluators will not review or comment on applications from their own organization or, in the case of the County of San Diego, from their own department. Additionally, evaluators will not have participated in the development of project applications. Individuals who work for a private company that could potentially receive a future contract from an ATP applicant as a result of the project being selected for funding will not be permitted to serve as evaluators due to a potential for conflict of interest.

Eligible applicants that do not apply for ATP funding and do not have a conflict of interest will be encouraged to participate in the multidisciplinary review panel.

SCORING CRITERIA AND PROCESS

There are two sets of scoring criteria: infrastructure and non-infrastructure. The type of statewide application used will dictate which of the scoring criteria are used by the Evaluation Committee:

- **Infrastructure Scoring Criteria**
 - Large, Medium, or Small Infrastructure Application
- **Non-Infrastructure Scoring Criteria**
 - Non-Infrastructure Application
 - Plan Application

Within the two sets of scoring criteria, there are two general categories:

- Objective/quantitative criteria are data-oriented and relate to existing or planned bicycle and pedestrian network connections, access to transit services, other transportation safety measures, cost effectiveness, and matching funds. These points will be based on GIS data, the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, Riding to 2050: The San Diego Regional Bike Plan, and the 2050 Regional Growth Forecast. Points will be calculated by either the SANDAG Data Analytics and Modeling staff or Contracts and Grants staff in accordance with the scoring criteria/rubrics for the San Diego Regional ATP. Those criteria are marked with an asterisk (*).
- Subjective/qualitative criteria relate to the quality of the proposed plan or project. Points for these criteria will be awarded by the Evaluation Panel.

PROJECT RANKINGS

Project rankings will be produced using a “Sum of Ranks” approach. Projects will receive two scores: (1) objective, formula-based points that are calculated by either SANDAG Data Analytics and Modeling staff or Contracts and Grants staff and (2) subjective, quality-based points that are awarded by members of the Evaluation Panel. The objective points earned will be added to the subjective points awarded by each Evaluation Panel member to derive a project score. That project score will then be converted into a project rank for each evaluator by arranging projects by scores in descending order. For example, the project

OVERVIEW

awarded the most points will rank number one; the project awarded the second most points will rank number two; and so on. The project rankings from each individual evaluator will then be added together to produce an overall project rank (Sum of Ranks). Projects with the lowest Sum of Ranks will have performed the best.

The list of overall project rankings will be used to recommend funding. The top-ranking projects will be recommended for funding in descending rank until funding is exhausted. If two or more project applications receive the same rank that is at the funding cut-off, the following criteria will be used to determine which project(s) will be funded, in order of priority:

- Infrastructure projects
- Project readiness including but not limited to completed environmental documents.
- Highest score on the following question:
 - Infrastructure Projects: Criteria #5 - Project Readiness/Completion of Major Milestones
 - Non-Infrastructure Projects: Criteria #4 – Methodology
- Highest score on the following question:
 - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
 - Non-Infrastructure Projects: Criteria #2 - Alignment with ATP Goals

SELECTION PROCESS

SANDAG Contracts and Grants staff will present the list of overall project rankings and corresponding funding recommendations to the Transportation Committee for recommendation to the SANDAG Board of Directors. The SANDAG Board will review and recommend the final list of projects to the CTC for consideration. The CTC will consider the Regional ATP project rankings at its meeting in June 2021.

INFRASTRUCTURE SCORING CRITERIA

Infrastructure projects will be scored based on how well the applicant responses meet the Infrastructure Scoring Criteria, below. The Infrastructure Scoring Rubric in a subsequent section of this document is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the criteria. Points calculated by SANDAG’s Data Analytics and Modeling or Contracts and Grants staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE
1.*	DEMAND ANALYSIS		
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers. (Up to 14 points)	Up to 14
2.	PROJECT CONNECTIONS		
A.*	Regional Bicycle Network	Will the project build or connect to the existing or planned Regional Bicycle Network?	Up to 8
B.*	Existing or Programmed Transit	<ul style="list-style-type: none"> • Bicycle improvement within 1.5 miles of a regional transit station (6 points) • Pedestrian improvement within 0.25 mile of a local transit stop (2 points) • Pedestrian improvement directly connects to a local transit stop (4 points) • Pedestrian improvement within 0.5 mile of a regional transit station (4 points) • Pedestrian improvement directly connects to a regional transit station (6 points) 	Up to 12
C.	Existing Bicycle Network	How well will the project close a gap between existing bicycle facilities?	Up to 10
D.	Existing Pedestrian Network	How well will the project close a gap in the existing pedestrian network?	Up to 10
3.	SAFETY AND QUALITY OF PROJECT		
A.	Safety and Access Improvements	How well the project will: <ul style="list-style-type: none"> • increase bicycle or pedestrian trips at location with documented safety hazard or accident history within the last seven years? • create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians? • create a new or safer crossing for bicyclists and/or pedestrians across railroad or trolley tracks? 	Up to 18
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	How well will the proposed traffic calming devices, pedestrian improvements, and/or bicycle improvements address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 18

SCORING CRITERIA

C.	Alignment with ATP Goals	How well does the project align with the ATP goals?	Up to 18
D.	Innovation	Is this project a Federal Highway Administration or state experimentation effort? Does the project propose innovative solutions that are new to the region/city? Does the project leverage advanced technologies?	Up to 12
4.	SUPPORTIVE POLICIES AND PROGRAMS		
A.	Complementary Programs	Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 6
B.	Greenhouse Gas (GHG) Emission Reductions	How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, complete streets policy, parking strategies, advanced technologies, or other strategies?	Up to 10
5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES		
		<ul style="list-style-type: none"> • Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points) • Environmental clearance (CEQA and NEPA) (4 points) • Completed right-of-way acquisition (4 points) • Progress toward obtaining final design (Up to 10 points) 	Up to 20
6.	PUBLIC HEALTH		
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10
7.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS		
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	Up to 6
8.	BENEFIT TO DISADVANTAGED COMMUNITY		
		Does the project benefit a Disadvantaged Community?	Up to 10
9.*	MATCHING FUNDS		
		Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 8
10.*	COST EFFECTIVENESS		
		Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.	Up to 10
TOTAL POINTS			200

NON-INFRASTRUCTURE SCORING CRITERIA

Non-Infrastructure projects will be scored based on how well the applicant responses meet the Non-Infrastructure Scoring Criteria below. The Non-Infrastructure Scoring Rubric in a subsequent section of this document is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the criteria. Points calculated by SANDAG’s Data Analytics and Modeling or Contracts and Grants staff are marked with an asterisk (*).

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE	
			PLANS	EEA
1*	Demand Analysis			
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 28	N/A
2.	Alignment with ATP Goals			
		How well does the proposed project align with the ATP objectives?	Up to 30	Up to 30
3.	Comprehensiveness and Greenhouse Gas Emission Reductions			
A.	Comprehensiveness	How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	Up to 30	Up to 30
B.	Greenhouse Gas Emission Reductions	Does the relevant local jurisdiction have an adopted a Climate Action Plan (CAP)? How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10	Up to 10
4.	Methodology			
		How well will the planning process or proposed effort meet the demonstrated need and project goals?	Up to 30	Up to 30
5.	Community Support			
		Does the planning project include an inclusive process? Does the project involve broad segments of the community and does it have broad and meaningful community support?	Up to 15	Up to 15
6.	Project Effectiveness			
		How will the project evaluate its effectiveness?	N/A	Up to 20
7.	Innovation			
		Does the project propose solutions that show the potential to serve as a replicable model to the region/city?	N/A	Up to 15

SCORING CRITERIA

8.	Public Health			
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 15	Up to 15
9.	Use of California Conservation Corps or a Qualified Community Conservation Corps			
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	N/A	Up to 5
10.	Benefit to Disadvantaged Community			
		Does the project benefit a Disadvantaged Community?	Up to 20	Up to 10
11.*	Matching Funds			
		Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 10	Up to 10
12.*	Cost Effectiveness			
		Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.	Up to 12	Up to 10
TOTAL POINTS			200	200

INFRASTRUCTURE SCORING RUBRIC

The following narrative descriptions will be used to assist the Evaluation Panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria on pages 10 and 11 is a summary of this information. References to the statewide application where additional information may be found are shown in **green text below**.

1. DEMAND ANALYSIS

*NOTE: SANDAG Data Analytics and Modeling staff will conduct a GIS analysis of the project area relative to the seven factors listed below. A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. This data will be provided to Contracts and Grants staff who will calculate the points awarded for this criterion.

Infrastructure Application (all size projects): Part A2

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 2 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 2 points per factor). *(Up to 14 points possible)*

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- Vehicle Ownership

2. PROJECT CONNECTIONS

A. REGIONAL BICYCLE NETWORK

*NOTE: The SANDAG Data Analytics and Modeling staff will calculate the points awarded for this criteria using the Regional Bicycle Network laid out in [SANDAG Riding to 2050: The San Diego Regional Bike Plan](#). *(Up to 8 points possible)*

Infrastructure Application (all size projects): Part A2, A4

- The proposed project connects to part of the existing or planned Regional Bicycle Network. *(6 points)*
- The proposed project constructs part of the existing or planned Regional Bicycle Network. *(8 points)*
- The proposed project neither builds nor connects to the existing or planned Regional Bicycle Network. *(zero points)*

B. EXISTING OR PROGRAMMED TRANSIT

*NOTE: The SANDAG Data Analytics and Modeling staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on proximity to existing or programmed transit facilities included in San Diego Forward: The Regional Plan (adopted in 2015).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. *(Up to 12 points possible)*

Infrastructure Application (all size projects): Part A2

- Bicycle improvement within 1.5 miles of a regional transit station *(6 points)*

and/or

- Pedestrian improvement within 0.25 mile of a local transit stop *(2 points)*
- Pedestrian improvement directly connects to a local transit stop *(4 points)*

and/or

- Pedestrian improvement within 0.5 mile of a regional transit station *(4 points)*
- Pedestrian improvement directly connects to a regional transit station *(6 points)*

C. COMPLETES CONNECTION IN LOCAL BICYCLE NETWORK

Infrastructure Application (all size projects): Part A4; and Part B, Question 2

Points will be awarded based on how well the project will close a gap between existing local bicycle facilities. The applicant must demonstrate evidence of an existing gap. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be considered as closing a gap. *(Up to 10 points possible)*

Projects that do not propose to close a gap between existing local bicycle facilities will receive zero points.

D. EXISTING PEDESTRIAN NETWORK

Infrastructure Application (all size projects): Part A4; and Part B, Question 2

Points will be awarded based on how well the project will close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded. *(Up to 10 points possible)*

Projects that do not propose to close a gap in the existing pedestrian network will receive zero points.

3. SAFETY AND QUALITY OF PROJECT

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. SAFETY AND ACCESS IMPROVEMENTS

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions. To earn points without collision data, the applicant must describe detractors in the project area that prohibit safe access (e.g. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) Vehicle speed limit and average daily traffic information will be considered in identifying the degree of hazard. *(Up to 18 points possible)*

Infrastructure Application (large and medium size projects): Part B, Questions 3 and 5
Infrastructure Application (small size projects): Part B, Question 3

- One to two correctable collisions involving non-motorized users *(2 points)*
- Three to four correctable collisions involving non-motorized users *(4 points)*
- Five or more correctable collisions involving non-motorized users *(6 points)*
- Creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians *(6 points)*
- Creates a new or safer crossing for bicyclists and/or pedestrians across railroad or light rail tracks *(6 points)*.

B. IMPACT AND EFFECTIVENESS OF PROPOSED BICYCLE, PEDESTRIAN, AND/OR TRAFFIC CALMING MEASURES

Points are available within three project categories: bicycle, pedestrian, and/or traffic calming measures. Projects that propose improvements in more than one category are eligible to earn more points. *(Up to 18 points possible)*.

Infrastructure Application (large size projects): Part B, Questions 3, 4 and 6
Infrastructure Application (small and medium size projects): Part B, Questions 3 and 4

Points will be distributed based on how well the application addresses the following:

- How well will the proposed bicycle improvements address the identified need in the project area? *(Up to 6 points)*
- How well will the proposed pedestrian improvements address the identified need in the project area? *(Up to 6 points)*
- How well will the proposed traffic calming devices address the identified need in the project area? Are the proposed solutions appropriate for the situation? *(Up to 6 points)*

In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

- Residential street (20 mph) = Devices every 250 feet (on either side)

- Collector or main street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Traffic calming measures that consist of roadway improvements that benefit motorists only will receive zero points.

C. ALIGNMENT WITH ATP GOALS

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Up to 18 points possible)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? *(Up to 3 points)*

Infrastructure Application (large size projects): Part B, Questions 2, 3, 5 and 6

Infrastructure Application (medium size projects): Part B, Questions 2, 3 and 5

Infrastructure Application (small size projects): Part B, Questions 2 and 3

- How well will the proposed project increase the safety and mobility of non-motorized users? *(Up to 3 points)*

Infrastructure Application (all size projects): Part B, Questions 2 and 3

- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? *(Up to 3 points)*

Infrastructure Application (large size projects): Part B, Questions 2, 5 and 6

Infrastructure Application (medium size projects): Part B, Questions 2 and 5

Infrastructure Application (small size projects): Part B, Question 2

- How well will the proposed project 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? *(Up to 3 points)*

Infrastructure Application (all size projects): Part A3; Part B, Questions 2 and 3

- How well will the proposed project ensure that Disadvantaged Communities fully share in the benefits of the project? *(Up to 3 points)*

Infrastructure Application (all size projects): Part B, Question 1

- How well will the proposed project benefit many types of active transportation users? *(Up to 3 points)*

Infrastructure Application (large size projects): Part B, Questions 2, 5 and 6

Infrastructure Application (medium size projects): Part B, Questions 2 and 5

Infrastructure Application (small size projects): Part B, Question 2

D. INNOVATION

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region/city and if the project leverages advanced technologies. The [NACTO Urban Bikeway Design Guide](http://nacto.org/cities-for-cycling/design-guide/) available at <http://nacto.org/cities-for-cycling/design-guide/> will be referred to for examples of innovative improvements, such as:

- Bike signals and beacons
- Intersection treatments (e.g. bike boxes, intersection crossing markings, median refuge islands, through bike lanes)
- Bikeway signing and marking (e.g. colored bike facilities, bike route wayfinding signage/markings)

No points will be awarded for facilities or treatments that have received Federal Highway Administration (FHWA) approval (e.g. Sharrows), unless they are new to the region/city. *(Up to 12 points possible)*

Infrastructure Application (large and medium size projects): Part A4; Part B, Question 5
Infrastructure Application (small size projects): Part A4

- Is this project an FHWA or state experimentation effort? *(4 points)*
- Does this project propose innovative solutions that are included in the [NACTO Urban Bikeway Design Guide](#) or propose solutions that are new to the region/city? *(6 points)*
- Does the project leverage advanced technologies? *(2 points)*

4. SUPPORTIVE POLICIES AND PROGRAMS

This section will be scored based upon the applicant's demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of plans, policies, and programs.

A. COMPLEMENTARY PROGRAMS

Infrastructure Application (large size projects): Part B, Questions 4 and 6
Infrastructure Application (medium and small size projects): Part B, Question 4

Points will be awarded based on how well the applicant demonstrated that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, and/or bicycle parking. Projects that demonstrate collaboration and integration with the supportive program(s) will be given higher scores. *(Up to 6 points possible)*

B. CLIMATE ACTION PLAN AND COMPLETE STREETS POLICIES

Points will be awarded based on whether the Applicant or relevant local jurisdiction (as defined by the project location) has an adopted Climate Action Plan (CAP) and/or complete streets policy or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction. *(Up to 2 points possible)*

*NOTE: SANDAG Contracts and Grants staff will calculate the points awarded for this criterion.

- The applicant/relevant local jurisdiction has an adopted CAP. *(1 point)*

- The applicant/relevant local jurisdiction has an adopted complete streets policy or the equivalent, including policies in its general plan or other documents adopted by the applicant or relevant local jurisdiction. *(1 point)*

C. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on how well the applicant demonstrates that the proposed project will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. The highest-scoring projects will provide supportive evidence, including quantitative analyses, that demonstrate the project will directly reduce GHG emissions. *(Up to 8 points possible)*

Infrastructure Application (all size projects): Part B, Question 2

5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES

Points will be awarded based on the completed project development milestones. *(Up to 20 points possible)*

- Neighborhood-level plan, corridor study, or community active transportation strategy. *(2 points)*

Infrastructure Application (all size projects): Part A7; Part B, Question 4

- Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act, or evidence that environmental clearance is not required. *(4 points)*

Infrastructure Application (all size projects): Part A5

- Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required. *(4 points)*

Infrastructure Application (all size projects): Part A5; Project Programming Request

- Progress toward obtaining final design (plans, specifications, and estimates):

Infrastructure Application (all size projects): Part A5; Project Programming Request

- 30 percent design completed *(3 points)*
- 60 percent design completed *(6 points)*
- 90 percent design completed *(9 points)*
- Final design completed *(10 points)*

6. PUBLIC HEALTH

Infrastructure Application (all size projects): Part B, Questions 1 and 2

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. *(Up to 10 points possible)*

7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Infrastructure Application (large size projects): Part B, Question 10

Infrastructure Application (medium size projects): Part B, Question 8

Infrastructure Application (large size projects): Part B, Question 6

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project. Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (*6 points*)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to use a corps on a project in which the corps can participate (*zero points*).

8. BENEFIT TO DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a Disadvantaged Community.

For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- be located within or be within reasonable proximity to the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

Points will be distributed in relation to the severity of and the benefit provided to the Disadvantaged Community affected by the project.

Infrastructure Application (all size projects): Part B, Question 1

- How well does the project benefit a Disadvantaged Community? (*Up to 10 points*)
- The project does not benefit a Disadvantaged Community. (*zero points*)

9. MATCHING FUNDS

*NOTE: SANDAG Contracts and Grants staff will calculate the points awarded for this criterion.

Infrastructure Application (large size projects): Part A6; Part B, Question 8

Infrastructure Application (medium size projects): Part A6; Part B, Question 6

Infrastructure Application (small size projects): Part A6

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. *(Up to 8 points possible)*

- 0% *(zero points)*
- 0.01– 7.99% *(2 points)*
- 8.00 – 15.99% *(3 points)*
- 16.00 – 23.99% *(4 points)*
- 24.00 – 31.99% *(5 points)*
- 32.00 – 39.99% *(6 points)*
- 40.00 – 47.99% *(7 points)*
- 48.00% and above *(8 points)*

10. COST EFFECTIVENESS

*NOTE: SANDAG Contracts and Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive 10 points. The remaining projects will then receive points by comparing their rank to the highest rank possible, then multiplying that number by the number of points possible. *(Up to 10 points possible)*

NON-INFRASTRUCTURE SCORING RUBRIC

The following narrative descriptions will be used to assist the Evaluation Panel in scoring non-infrastructure project applications. The Non-Infrastructure Scoring Criteria on pages 12 and 13 is a summary of this information. References to the statewide application where additional information may be found are shown in **green text** below.

1. DEMAND ANALYSIS

*NOTE: SANDAG Data Analytics and Modeling staff will conduct a GIS analysis of the project area relative to the seven factors listed below. A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. This data will be provided to Contracts and Grants staff who will calculate the points awarded for this criterion.

Plan Application: Part A2

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 4 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 4 points per factor). *(Plans: Up to 28 points possible; Non-Infrastructure Projects: Not Applicable)*

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- Vehicle Ownership

2. ALIGNMENT WITH ATP GOALS

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Up to 30 points possible)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? *(Up to 5 points possible)*

**Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 2**

- How well will the proposed project increase the safety and mobility of non-motorized users? *(Up to 5 points possible)*

**Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 3**

- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? *(Up to 5 points possible)*

**Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 2**

- How well will the proposed project 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? *(Up to 5 points possible)*

Plan Application: Part A3; Part B, Questions 2 and 4; Exhibit 22-Plan
Non-Infrastructure Application: Part A3; Part B, Questions 2 and 3

- How well will the proposed project ensure that Disadvantaged Communities fully share in the benefits of the project? *(Up to 5 points possible)*

Plan Application: Part B, Question 1; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 1

- How well will the proposed project benefit many types of active transportation users? *(Up to 5 points possible)*

Plan Application: Part A3; Part B, Question 2; Exhibit 22-Plan
Non-Infrastructure Application: Part A3; Part B, Question 2

3. COMPREHENSIVENESS AND GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

A. COMPREHENSIVENESS

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the applicant will be considered.

- Plans: The highest scoring projects will aim to address Complete Streets principles, incorporate traffic calming measures for the benefit of pedestrians and bicycles, prioritize bike/pedestrian access, and/or be considered a Community Active Transportation Strategy (CATS). *(Up to 30 points possible)*

Plan Application: Part B, Question 2; Exhibit 22-Plan

- Non-Infrastructure Projects: The highest scoring projects will be larger in scope, scale, or duration; reach underserved or vulnerable populations that lack vehicular access; complement a capital improvement project and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement project. *(Up to 30 points possible)*

Non-Infrastructure Application: Part B, Questions 2 and 7

B. CLIMATE ACTION PLAN AND COMPLETE STREETS POLICIES

Points will be awarded based on whether the applicant or relevant local jurisdiction has an adopted Climate Action Plan (CAP) and/or complete streets policy or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction. *(Up to 2 points possible)*

*NOTE: SANDAG Contracts and Grants staff will calculate the points awarded for this criterion.

- The applicant/relevant local jurisdiction has an adopted CAP. *(1 point)*

- The applicant/relevant local jurisdiction has an adopted complete streets policy or the equivalent, including policies in its general plan or other documents adopted by the applicant or relevant local jurisdiction. *(1 point)*

C. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Plan Application: Part B, Question 4; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 2

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. *(Up to 8 points possible)*

4. METHODOLOGY

Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals.

- Plans: Highest scoring projects will include a comprehensive planning process in their scope of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. *(Up to 30 points possible)*

Plan Application: Part B, Questions 2 and 3; Exhibit 22-Plan

- Non-Infrastructure Projects: Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives, and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. *(Up to 30 points possible)*

Non-Infrastructure Application: Part B, Questions 2, 4, and 7

5. COMMUNITY SUPPORT

Plan Application: Part B, Question 3; Exhibit 22-Plan; Letters of Support
Non-Infrastructure Application: Part B, Question 4; Letters of Support

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, and ensuring a meaningful role in the effort.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, and/or fail to account for limited English proficiency populations. *(Up to 15 points possible)*

6. PROJECT EFFECTIVENESS

Non-Infrastructure Application: Part B, Question 5

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified

performance measures in the application, or will include a task for identification of performance measures in the scope of work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project's effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. (*Plans: Not Applicable; Non-Infrastructure Projects: Up to 20 points possible*)

7. INNOVATION

Non-Infrastructure Application: Part B, Question 6

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region/city. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been pursued numerous times in the region/city. For innovations that have been implemented in other regions/cities, the applicant must demonstrate that the measure was successful and effective in those cases. Examples of innovative solutions may include, but are not limited to: CiclosDias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances. (*Plans: Not Applicable; Non-Infrastructure Projects: Up to 15 points possible*)

8. PUBLIC HEALTH

Plan Application: Part B, Questions 1 and 4

Non-Infrastructure Application: Part B, Questions 1 and 2

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. (*Up to 15 points possible*)

9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project.

Non-Infrastructure Application: Part B, Question 8

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (*Plans: Not Applicable; Non-Infrastructure Projects: 5 points*)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to use a corps on a project in which the corps can participate. (*Plans: Not Applicable; Non-Infrastructure Projects: zero points*)

10. BENEFIT TO DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a Disadvantaged Community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to the Disadvantaged Community served by the project,
- have a direct connection to the disadvantaged community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

**Plan Application: Part B, Question 1; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 1**

- How well does the project benefit a Disadvantaged Community? (*Plans: Up to 20 points possible; Non-Infrastructure Projects: Up to 10 points possible*)
- The project does not benefit a Disadvantaged Community. (*zero points*)

11. MATCHING FUNDS

NOTE: SANDAG Contracts and Grants staff will calculate the points awarded for this criterion.

**Plan Application: Part A6; Project Programming Request
Non-Infrastructure Application: Part A6; Project Programming Request**

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. (*Up to 10 points possible*)

- | | |
|--------------------------------------|---|
| • 0% (<i>zero points</i>) | • 25.00 – 29.99% (<i>6 points</i>) |
| • 0.01– 4.99% (<i>1 point</i>) | • 30.00 – 34.99% (<i>7 points</i>) |
| • 5.00 – 9.99% (<i>2 points</i>) | • 35.00 – 39.99% (<i>8 points</i>) |
| • 10.00– 14.99% (<i>3 points</i>) | • 40.00 – 44.99% (<i>9 points</i>) |
| • 15.00 – 19.99% (<i>4 points</i>) | • 45.00% and above (<i>10 points</i>) |
| • 20.00 – 24.99% (<i>5 points</i>) | |

12. COST EFFECTIVENESS

*NOTE: SANDAG Contracts and Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 11. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive the maximum number of points possible. The remaining projects will then receive points by comparing their rank to the highest rank possible, then multiplying that number by the number of points possible. (*Plans: Up to 12 points possible; Non-Infrastructure Projects: Up to 10 points*).



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Resolution No. 2020-20

2021 San Diego Regional Active Transportation Program Call for Projects

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program (ATP) under Senate Bill 99, Chapter 359; Assembly Bill 101, Chapter 354; and Senate Bill 1 (SB 1); and

WHEREAS, the California Transportation Commission (CTC) has been delegated the responsibility for the administration of this grant program, and has established necessary procedures in its ATP Guidelines; and

WHEREAS, the CTC has required in its ATP Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the ATP Guidelines allow MPOs to use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for their competitive selection process with CTC approval; and

WHEREAS, the San Diego Association of Governments, as the MPO for the San Diego region, has developed the 2021 San Diego Regional ATP Call for Projects that utilizes different project selection criteria and weighting, and a definition of disadvantaged community to be consistent with its Regional Transportation Plan; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed 2021 San Diego Regional ATP Call for Projects for submittal to the CTC; NOW THEREFORE

BE IT RESOLVED, that the Board of Directors, acting as the MPO Governing Body, confirms that the 2021 San Diego Regional ATP Call for Projects is consistent with the ATP Guidelines established by the CTC, and hereby directs that the 2021 San Diego Regional ATP Call for Projects be submitted to the CTC for consideration.

PASSED AND ADOPTED this 27th of March 2020.

Chair

Attest:

Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

2021 Active Transportation Program Regional Guidelines

Final

April 2020

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2021 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2021 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2021 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2021 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2021 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - 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 reductions goals as established pursuant to SB 375;
 - 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 (DAC) fully share in the benefits of the program; and
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2021 Statewide Guidelines, adopted by the California Transportation Commission (CTC) on March 25, 2020, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the 2021 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2021 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: <http://www.catc.ca.gov/programs/ATP.htm>. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
 - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
 - Infrastructure projects with non-infrastructure components.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG's Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2021 Regional ATP

The 2021 ATP total funding estimate is \$445.5M. Per the 2021 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 50% of the MPO amount.

The SCAG region’s share of the 2021 ATP is approximately \$93.4M, which includes funding in Fiscal Years 2021/22, 2022/23, 2023/24, and 2024/2025 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 21/22	20,310
FY 22/23	21,157
FY 23/24	25,976
FY 24/25	25,976
Total	93,419

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2021 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established “environmental justice areas” and “communities of concern” as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. These disadvantaged communities criteria are intended to complement existing definitions established through SB 535 and the ATP Statewide Guidelines.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. This criteria can be used in addition to the existing SB 535 criteria.

- Environmental Justice Areas: Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.
- Communities of Concern: Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure, non-Infrastructure, infrastructure projects with non-infrastructure components, and plans as defined by the Statewide Guidelines and included in the Background (above). No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2021 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount
Imperial	1%	\$882
Los Angeles	54%	\$47,506
Orange	17%	\$14,930
Riverside	12%	\$11,305
San Bernardino	11%	\$10,157
Ventura	5%	\$3,969
Total	100%	\$88,748

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process. SCAG will only fund Implementation projects submitted through the statewide application process. However, SCAG and its member counties will reserve the option to establish an evaluation committee and issue a supplemental call for proposals for Implementation projects in future ATP cycles.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. When projects are determined to be consistent, the county shall authorize up to twenty (20) points to consistent projects.
- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.

- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by January 11, 2021
- SCAG shall establish a preliminary regional Implementation projects list based on the county's submissions that programs no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.
- The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of non-infrastructure projects and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$4.7M) of the total regional funds be allocated in this category with a maximum of 2% (\$1.9M) being dedicated to Planning projects.

As in previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning application, as well as, planning and non-infrastructure projects submitted through the supplemental call for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program (SCP) program and aims to better align planning and capacity building resources with regional planning priorities and opportunities. The SCP call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP, as well as other regional funds programmed by SCAG.

Planning Applications Submitted Through the Statewide Call for Projects

- SCAG is required to consider funding proposals that are submitted, but unsuccessful in securing funds, through the statewide call for proposals.
- Within the Planning & Capacity Building projects category, SCAG will consider funding all unsuccessful planning, non-infrastructure, and quick build applications submitted at the statewide level.
- The planning, non-infrastructure, and quick build applications will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Planning project awards will be capped at \$500,000. If the funding request exceeds \$500,000, the project applicant will be required to provide matching funds to fully fund the project.
- Non-infrastructure and quick build projects awards will be capped at \$900k. If the funding request exceeds the \$900k cap, the project applicant will be required to provide matching funds to fully fund the project or the project balance could be awarded through the Implementation Projects Category. Alternatively, the county transportation commission may fully fund the project as part

of the Implementation Projects Category, if the project merits award through the process outlined above.

Supplemental (Sustainable Communities Program) Call for Projects

- SCAG will develop SCP Guidelines, consistent with the parameters established by the Regional Guidelines, as described below.
- The SCP Guidelines will include the same match requirement and definition of DAC as used by the CTC in the statewide planning selection process.
- All Planning projects funded by ATP shall satisfy the CTC’s requirements for the use of planning funds, including DAC requirements.
- To increase the reach and impact of the Regional Program, SCAG will cap funding requests to \$900,000 for all non-infrastructure and quick build applications and \$500,000 for planning applications.
- The Scoring Criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-25 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-35 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-15 points)
 - Cost Effectiveness (0-5 points)
- In consultation with the counties and a multi-disciplinary working group, SCAG will develop applications for planning and non-infrastructure project types. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
- Geographic equity, informed by population-based funding targets, shall be pursued and assessed programmatically across all funding sources programmed through the Active Transportation component of the SCP.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for administrative service will be included as a task in the project. In order to provide the data contained in the Caltrans applications, SCAG will transfer the relative data fields to Caltrans for incorporation into ATP data set.

The final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEO) of the county transportation commissions and Boards, SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2021 ATP are State Fiscal Years 2021/22 to 2024/25. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding in fiscal years 2021/22 and 2022/23 will be state funding only. Funding in fiscal years 2023/24 and 2024/25 will include both state and federal funding.

- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
 - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than \$2M; and
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
 - The applicant provides funds through additional sources to fully fund the project;
 - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
 - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
 - An explanation of the proposed scope change;
 - The reason for the proposed scope change;
 - The impact which the proposed scope change would have on the overall cost of the project;
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
 - An explanation of the methodology used to develop the aforementioned estimates.

- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.
 - Uncommitted funds may only be from ATP or the Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its funding target and SCAG has exhausted to the greatest extent possible the Planning & Capacity Building funds, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.
- The recommended Regional Program will include a contingency list of Implementation and Planning and Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation projects will be ranked in priority order based on the county transportation commission's evaluation scoring. Planning & Capacity Building projects will be ranked in priority order based on the project's statewide evaluation score. Projects may be included in both rankings depending on project type. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a

contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning and Capacity Building list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Planning and Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
 - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If the project is a Planning & Capacity Building Project and funds have not been allocated by May 1st of the year the funds are programmed, or the project sponsor has requested that the project be removed from the Regional Program, then SCAG may recommend deletion of the project and fund a project on the contingency list, considering project ranking, readiness and the county from which the deleted project originated.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:

- A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
- An Implementation project, and the county transportation commission recommends advancement of the project.

FTIP Amendments

All projects funded by the 2021 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf)
- SCAG shall be responsible for programming Planning and Non-Infrastructure projects into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2021 ATP projects, regardless of programming year, in the 2021 FTIP amendment cycle.

Allocation

The Regional Guidelines require allocation requests for a project in the Regional Program to include a recommendation from SCAG. SCAG shall defer this responsibility to the county transportation commissions for all Implementation projects and provide a concurrence letter to the county which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, <http://www.catc.ca.gov/programs/atp/>.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by SCAG. Extension requests will be approved by SCAG under the following conditions:

- If the project is an Implementation project, the county transportation commission has recommended that the project be extended.
- If the project is a Planning project, SCAG staff has reviewed the project status and determined that:
 - The project sponsor has made a good faith effort to meet programming deadlines and that there is a high likelihood that a project extension will result in project allocation; and/or
 - The justification for the extension indicates a reason that was unforeseen by the project sponsor and beyond the control of the project sponsor.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2019 ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project selected in the SCAG Regional Program must also submit copies of its semi-annual reports and a final delivery report to the county and SCAG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. Project reporting forms can be found at <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm>.

Schedule

Action	Date
CTC adopts ATP Guidelines	March 26, 2020
Call for projects	March 26, 2020
RC Approves ATP Regional Program Guidelines	April 2, 2020
Commission approves or rejects MPO Guidelines	May 14, 2020
Project applications to Caltrans (postmark date)	June 15, 2020
Staff recommendation for statewide and small urban and rural portions of the program	November 16, 2020
County 20 point scoring methodology submitted to SCAG	November 30, 2020
Commission adopts statewide and small urban and rural portions of the program	December 3, 2020
Counties submit recommended project lists to SCAG	January 1, 2021
Project PPRs Due to SCAG	January 1, 2021
Deadline for MPO DRAFT project programming recommendations to the Commission	January 18, 2021
CEOs Approval	March 1, 2021
RC Adopts SCAG Regional Program Approval	April 1, 2021
Deadline for MPO FINAL project programming recommendations to the Commission	April 2, 2021
Commission adopts MPO selected projects	May 2021



RESOLUTION NO. 20-620-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE 2021 ACTIVE TRANSPORTATION PROGRAM (ATP)
REGIONAL GUIDELINES**

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

REGIONAL COUNCIL OFFICERS

- President
Bill Jahn, Big Bear Lake
- First Vice President
Rex Richardson, Long Beach
- Second Vice President
Clint Lorimore, Eastvale
- Immediate Past President
**Alan D. Wapner, San Bernardino
County Transportation Authority**

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

COMMITTEE CHAIRS

- Executive/Administration
Bill Jahn, Big Bear Lake
- Community, Economic &
Human Development
**Peggy Huang, Transportation
Corridor Agencies**
- Energy & Environment
Linda Parks, Ventura County
- Transportation
Cheryl Viegas-Walker, El Centro

WHEREAS, the Active Transportation Program Guidelines (Resolution G-20-31) requires the Commission to adopt a metropolitan planning organization’s use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 25, 2020;

WHEREAS, SCAG is amending the Regional Program Guidelines with input from the six Southern California county transportation commissions to maximize planning funding and address minor inconsistencies in the guidelines;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines the Commission by April 17, 2020;

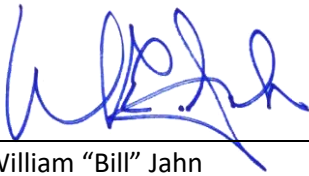
WHEREAS, attached with this Resolution as Exhibit “A” is SCAG’s 2021 Active Transportation Program Regional Guidelines; and

NOW THEREFORE, BE IT RESOLVED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2021 Active Transportation Program Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

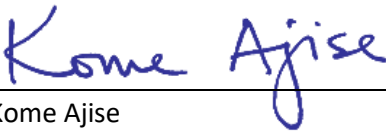
1. The Executive Administration Committee, acting on behalf of the Regional Council, authorizes SCAG staff to submit the 2021 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments at a special meeting of the Executive/ Administration Committee held this 2nd day of April, 2020.



William "Bill" Jahn
President, SCAG
Councilmember, City of Big Bear Lake

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Justine Block
Acting Chief Counsel



210 North Church St. Suite B.
Visalia, California 93291
Phone (559)623-0450
Fax (559)733-6720
www.tularecog.org

May 18, 2020

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Weiss,

Subject: ATP Cycle 5 Draft MPO Component Project Selection Guidelines

The Tulare County Association of Governments (TCAG) is pleased to present for your review our ATP Cycle 5 Draft MPO Component Project Selection Guidelines. The draft guidelines will be provided to our member agencies, stakeholders, and the public for comments. They will be presented to the TCAG Board for final approval on June 15, 2020. The resolution of approval and final guidelines will be submitted to the CTC upon final approval by TCAG.

The TCAG guidelines use the CTC statewide ATP guidelines with some additions and modifications. These additions and modifications include:

- Agencies are allowed to phase and segment their projects due to the lower amount of funding available in the MPO component;
- Establishment of a contingency project list in the event of project failures and/or savings from projects selected for funding under the Cycle 5 MPO component;
- Bonus points for projects which: are in the Measure R expenditure plan; were previously funded under the Transportation Enhancement (TE) Program; or are part of an agency-adopted Complete Streets Plan or a local or regional ATP plan;
- Higher scoring for projects benefiting severely disadvantaged communities; and
- Bonus points for projects that use local and/or regional measure funds for the environmental, design, and right-of-way phases.

Should you have any questions, please contact Gabriel Gutierrez at (559) 623-0465 or gutierrez@tularecog.org.

Sincerely,

A handwritten signature in black ink that reads "Ted Smalley". The signature is written in a cursive, flowing style.

Ted Smalley, Executive Director
Tulare County Association of Governments

cc: Laurie Waters, Associate Deputy Director
Elika Changizi, Associate Governmental Program Analyst

Tulare County Association of Governments
MPO Component Project Selection Guidelines for
Cycle 5 of the Active Transportation Program
DRAFT

This document serves as TCAG's Cycle 5 ATP MPO Component Project Selection Guidelines. The guidelines substantially follow those of the California Transportation Commission, but include a number of differences based on the region's existing policies and priorities.

TCAG will not issue a call for projects for the MPO Component. Only those projects submitted to Caltrans for consideration in the Statewide Component will be considered for funding under the MPO Component. One hard copy and one electronic copy (on CD or USB flash drive) of each application must be received by TCAG no later than September 15, 2020 to be considered in the MPO Component.

General Criteria

Project Phasing and Segmentation

Due to the smaller amount of funding available under the MPO Component, agencies will be allowed to phase or segment their projects. The agency must show that the project phase or segment is a useable segment and still qualifies for ATP funding. In addition, the agency must include a detailed description of all the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

1. Cover letter describing, in detail, the project revisions and an explanation of how the revised project is a useable segment and how the project still qualifies for ATP funding.
2. Revised engineer's cost estimate
3. Revised Project Programming Request form
4. Description of Cost/Benefit changes as a result of the project revisions.

Project Scoring

TCAG will not use the scores received by each project under the Statewide Component for its MPO Component. Each project will be reviewed by the local project evaluation committee and given a new score.

Contingency List

TCAG will prepare a list of contingency projects, ranked in priority order based on the project's evaluation score. Funding would be made available to projects on the contingency list should there be any project failures or savings from projects selected for funding under the Cycle 5 MPO Component. This will ensure full use all MPO Component ATP funds, and that no ATP funds are lost from the region. The contingency list is valid until the adoption of the next ATP Statewide Component project funding recommendations.

Preliminary Phase Funding

In order promote efficient and timely project delivery, agencies are encouraged to use local funds and/or regional measure funds for the environmental, design and right-of-way phases. Agencies are encouraged to use ATP funds for construction only and for right-of-way costs in excess of the \$100,000. Additional points will be awarded to projects employing this recommendation.

Scoring Criteria

Benefit to Disadvantaged Communities

The 2021 ATP Guidelines state that MPOs may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission. TCAG will use the same criteria from the 2021 ATP Guidelines with the following exception:

Five (5) additional points will be awarded for projects benefiting severely disadvantaged communities (less than 60% of the statewide median income)

Need order to encourage agencies to submit infrastructure projects for funding through the Active Transportation Program, an additional 5 bonus points will be awarded under this criteria to projects that consist of Safe Routes to School infrastructure or Bicycle and/or Pedestrian infrastructure. If the project contains Non-Infrastructure elements, the cost for the non-infrastructure component cannot exceed 25% of the total project cost in order to be awarded the 5 bonus points.

Public Participation and Planning

The scoring criteria for the MPO Component will emphasize those projects which are part of an adopted plan (general plan, specific plan, ATP plan, bike plan, etc.) and the project's relationship to system planning. A map showing how the project fits within the adopted plan shall be submitted to TCAG at the time project's initial application submittal to the Statewide Component. While not required for the Statewide Component submittal, agencies are encouraged to include the map as part of submittal as it could result in a higher number of points being awarded under the Public Participation and Planning scoring criteria. *(Note: should the project submitted for ATP funding be a part of the adopted Tulare County Regional Active Transportation Plan (RATP), maps which would satisfy this criteria are available in the RATP document).*

Bonus Points: Projects which meet the criteria identified below will be awarded additional points as follows:

Criteria	Additional Points
Projects which are a part of the Measure R expenditure plan	5
Projects which were previously funded under the Transportation Enhancement	5

(TE) Program.	
Projects which are part of an agency-adopted Complete Streets Plan or Policy, Local ATP Plan, or Regional ATP Plan.	3
*TCAG staff will perform the eligibility analysis for awarding the additional points.	

Leveraging

In order to encourage the use of local and regional measure funds for the preliminary phases of ATP projects, 5 additional points will be awarded for projects using local or regional measure funds for the environmental, design, and right-of-way phases.

Past Performance

For the MPO Component, in addition to performance on past ATP project, the agency's past performance on delivering CMAQ projects will also be used in determining a score. TCAG staff will provide a score for this criterion.