DRAFT 2023 2025 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.

Program Schedule and Funding Years

The following schedule lists all the major milestones for the development and adoption of the 2025 Regional Active Transportation Program:

Statewide Call for Projects	March 21,2024
Statewide ATP Deadline	June 17, 2024
Project applications due to SACOG	August 30, 2024
Statewide Recommendations Released	November 2024
SACOG staff funding recommendations	March 2025
SACOG Board adopts funding recommendations	April 2025
SACOG funding recommendations submitted to CTC	April 2025
CTC adopts SACOG selected ATP projects	June 2025

Funding Sources and Distribution

The Statewide ATP is funded from various federal and state funds. The approximate funding distribution for the 2025 ATP is $568.7 million. The regional funding distribution required per the CTC guidelines is forty percent to MPOs. The 2025 ATP four-year funding total for SACOG is $15.915 million. The programming capacity for the 2025 Regional Active Transportation Program will be for state fiscal years 2025/26 through 2028/29.

SACOG Region Four-Year Funding Estimate Table

Funding Years	2025-2026	2026-2027	2027-2028	2028-2029	4-Year Total
State	$1,396,000	$1,396,000	$948,000	$948,000	$4,689,000
Federal	$1,402,000	$1,464,000	$4,149,000	$4,211,000	$11,226,000
Subtotal	$2,798,000	$2,860,000	$5,097,000	$5,159,000	$15,915,000

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)~~federal requirements.

Project Types

1. Infrastructure Projects: Capital projects that will further the goals of the ATP. 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.

2) Plans: The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.

3) Non-infrastructure (NI) Projects: Education and encouragement programs that further the goals of the ATP. SACOG will focus on funding start-up projects, which is a project that starts a new program where one does not currently exist. Start-up projects must demonstrate how the program is sustainable after funding is exhausted. The program 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 funding as long as the existing program will be continued with other funds.

4) Infrastructure projects with non-infrastructure components: These are capital projects with education or encouragement components. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project. When the non-infrastructure component is dependent on the infrastructure project,

and its implementation must occur after the completion of the infrastructure project, the project schedule and project programming request must clearly reflect the sequential delivery of both components.

5) Quick-Build Projects: Quick-build projects are interim capital infrastructure projects that further the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials but last from one year to five years. See Appendix D of the CTC Guidelines for more details.

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, feasibility studies, 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 apply 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 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 11.47% of non-ATP funding as leverage. Leveraged funds may be from previously completed project phases or project-specific planning and development, (e.g. a feasibility study, corridor-specific plan, environmental phases).
   a. Infrastructure project minimum is $282,390 ($250,000 funding request + $32,390 leverage).

6. Non-Infrastructure project minimum is $56,478 ($50,000 funding request + $6,478 leverage). 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 eligible projects to the Working Group for evaluation. The Regional ATP Team will also remove 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, except for 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 40% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the regionally defined 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. Those criteria are:

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey (<$73,524). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website.

- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found here, and the list can be found under "SB 535 List of Disadvantaged Communities".

- National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year. Data is available at the California Department of Education website. Applicants using this measure must indicate how

the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria.

- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.

- Climate and Economic Justice Screening Tool: A census tract identified as disadvantaged in at least one of the tool's ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts). The map can be found on the federal Climate and Economic Justice Screening Tool website.

- USDOT Equitable Transportation Community (ETC) Explorer: A census tract identified as among the most disadvantaged 25% in the State according to the ETC Explorer State Results (final index score must be greater than or equal to 3.43447). The map can be found on the United States Department of Transportation website.

- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).

- 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 60% 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 95 points by the Working Group based on the criteria described below using quantitative and qualitative project information.

1. Project increases walking and bicycling by connecting people to destinations (*15 points*) and strengthening the regional active transportation network (*20 points)* with solutions designed for the intended users *(10 points)*. **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. **0-5 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. 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**
7. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the regionally identified 40 percent minimum is not met.** (Please refer to the Evaluation Process section.)

Projects will be scored 0 to 5 points by the Regional ATP Team and added to the Working Group scores described above.

1. Project is identified in the implementation plan for the Sacramento Region Parks and Trails Strategic Development

Plan. **0-5 points**

2. Applicant demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**

Funding Recipient Requirements

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