

TAB 23 - YELLOW REPLACEMENT ITEM - Attachment only

Reference Number 4.9
Attachment B
June 27-28, 2024

Changes from originally posted version:

- **San Diego Association of Governments:** Replaced unsigned resolution with signed resolution (page 106 of PDF) and made non-substantive formatting changes to guidelines (pages 88 to 105 of PDF).
- **Southern California Association of Governments:** Corrected date of county transportation commissions' 20-point scoring methodology submittal from February 5, 2024 to February 5, 2025 (page 141 of PDF).



May 10, 2024

Tanisha Taylor
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Fresno COG Proposed 2025 Cycle 7 Regional ATP Guidelines

Ms. Taylor

Fresno Council of Governments (Fresno COG) is pleased to submit its proposed 2025 Cycle 7 Regional Active Transportation Program (ATP) Guidelines for your review and consideration at the upcoming Commission meeting, scheduled for June 27-28, 2024. The Fresno COG 2025 Cycle 7 Regional ATP Guidelines were approved by the Fresno COG Policy Board on April 25, 2024 (Resolution 2024-09).

The proposed Fresno COG guidelines (enclosed) are consistent with the goals of the statewide 2025 ATP guidelines. Fresno COG respectfully submits the areas proposed below that slightly differ from the statewide ATP Cycle 7 guidelines for the Commission's consideration:

- No minimum funding requirement
- Supplemental call for projects
- Eliminate scoring criteria for medium- and large-sized infrastructure
- Quick-build projects are not eligible
- Leveraging points based on local match increases

In addition to the above changes, all projects must submit a resolution of local support for all selected projects. Fresno COG will form a regional evaluation committee to score and rank the submitted applications.

The guidelines for Cycle 7 of the 2025 Fresno COG Regional Competitive ATP were developed in an open and transparent process that involved the members of the ATP Multidisciplinary Advisory Group and were taken through the various regional committee processes that allowed for public involvement and comment. No formal comments were received.

Included with this letter are the following attachments:

1. Fresno COG's proposed ATP Cycle 7 Regional Guidelines packet
2. Board Resolution #2024-09 (adopted April 25, 2024)

This information is also available online on the Fresno COG website at: [Active Transportation Program \(ATP\) - Fresno Council of Governments \(fresnocog.org\)](https://www.fresnocog.org/active-transportation-program-atp-fresno-council-of-governments). If any additional information is needed, or if you have any questions or comments, please feel free to contact Matthew Shimizu at (559) 233-4148 Ext. 240

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Phipps", is written over a faint, light blue circular watermark or stamp.

Robert Phipps
Interim Executive Director Fresno Council of Governments

cc: Laurie Waters, California Transportation Commission



FRESNO
Council of Governments

Cycle 7

**2025 REGIONAL COMPETITIVE
ACTIVE TRANSPORTATION
PROGRAM**

GUIDELINES

**To be adopted by Fresno COG Policy
Board**

April 25, 2024

**To be approved by the
California Transportation Commission**

June 27, 2024

2025 FCOG ACTIVE TRANSPORTATION PROGRAM GUIDELINES

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INTRODUCTION

BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The California Transportation Commission (Commission) develops guidelines for each ATP cycle that describes the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Commission guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, small urban/rural and large MPO regional competitive programs. Large MPOs, such as Fresno COG, have the option of developing regional guidelines.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Regional Competitive Fresno Council of Governments ATP (Regional ATP). The Regional ATP guidelines substantially follow those of the Commission, but include some differences based on the region's existing priorities. The guidelines were developed in consultation with FCOG's ATP Multidisciplinary Advisory Group (MAG). The MAG includes a representative from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including safe routes to school programs.

The Commission must approve these guidelines so that FCOG may carry out the ATP at the Metropolitan Planning Organization (MPO) level.

PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. 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 reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity using 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.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in statute, the ATP will also consider state goals and provisions set forth in the Climate Action Plan for Transportation Infrastructure (CAPTI).

PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 7 statewide guidelines for the 2025 four-year program of projects (covering state fiscal years 2025/26, 2026/27, 2027/28, and 2028/29) were adopted on March 21-22, 2024, by the Commission. Each program of projects must be adopted no later than the date designated in statute of each odd-numbered year; however, the Commission may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2025 ATP:

Project Milestones	Schedule
Commission approves or rejects MPO guidelines	June 27-28, 2024
FCOG initiation of regional call-for-projects	June 27-28, 2024
Statewide project applications deadline	June 17, 2024
Commission staff recommendations for Statewide and Small Urban and Rural components and Quick-Build projects	November 1, 2024
Regional project application copies and resolutions due to FCOG	November 20, 2024
Commission adopts Statewide and Small Urban and Rural portions of the program	December 5-6, 2024
Projects not programmed distributed to large MPOs based on location	December 2024
FCOG MAG reviews and scores regional projects	January 14, 2025
FCOG project recommendations to TTC/PAC for approval	February 14, 2025
Deadline for MPO <u>Draft</u> project programming recommendations to the Commission	February 21, 2025
FCOG project recommendations to Policy Board for adoption	February 27, 2025
Deadline for MPO <u>Final</u> project programming recommendations to the Commission	April 22, 2025
Commission adopts MPO selected projects	June 2025*

* Exact dates will coincide with the Commission’s adopted 2025 calendar.

FUNDING

SOURCE

The ATP is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.
- Road Maintenance and Rehabilitation Account (SB 1) funds.

In addition to furthering the purpose and goals of this program, all ATP projects must meet eligibility requirements specific to at least one ATP funding source.

DISTRIBUTION

ATP funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the ATP into multiple, overlapping components. The ATP Fund Estimate must indicate the funds available for each of the program components.

Forty percent of ATP funds must be distributed to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population.

- Projects selected by MPOs may be in large urban, small urban, or rural areas.
- A minimum of 25% of the funds distributed to each MPO must benefit disadvantaged communities.

The 2025 ATP Fund Estimate was adopted at the March 21-22, 2024, Commission meeting. The regional shares available for Cycle 7 of ATP funding (FY 2025-26 through FY 2028-29) is **\$6,326,000** million per the adopted 2025 ATP Fund Estimate (Appendix A).

MATCHING REQUIREMENTS AND LEVERAGING

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. FCOG encourages the leveraging of additional funds for a project by considering leveraging in the evaluation criteria for infrastructure projects. Leveraged funds are a financial commitment toward the cost of a project from a different funding source.

The Commission will only consider cash funds for leveraging. Funds expended by the local agency for the Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimates (PS&E), and Right-of-Way (R/W) phases will be considered for leveraging even if the funds were expended before the application deadline. Funds expended for ineligible costs and activities (i.e., non-participating funds) are not considered leveraging. Refer to section 7 of the adopted statewide ATP guidelines for more information on leveraging.

REIMBURSEMENT

The ATP is a reimbursement program for eligible costs incurred. For an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, Local Assistance Procedures Manual. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG's Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

MAXIMUM FUNDING AWARD REQUEST

FCOG encourages ATP funding awards of \$3,500,000 or less per project.

FUNDING SET-ASIDES

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. All regional projects will compete within the same funding source and will be scored accordingly. All Infrastructure projects will be scored based on the Infrastructure Criteria.

ELIGIBILITY

ELIGIBLE APPLICANTS

The applicant and/or implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies, and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for ATP funds:

- Local, Regional or State Agencies-Examples include city, county, MPO, and Regional Transportation Planning Agency.

- Transit Agencies – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
 - Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe’s preferred contracting option.
- Private nonprofit tax-exempt organizations that are responsible for the management of public lands may only apply for projects eligible for [Recreational Trails Program](#). Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible.

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 next cycle.

As noted above, all applicants must comply with the federal aid process. Agencies applying for infrastructure funding that are not familiar with the federal aid process and federal policies and procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project.

If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation. The implementing agency will be responsible and accountable for the use and expenditure of program funds.

ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the ATP goals. Because some of the funds in the ATP are federal funds, all projects must be federal-aid eligible. Example projects can be found on Appendix B in the adopted statewide ATP guidelines.

- **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. The PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR

guidelines are posted on the [Commission's website](#). Feasibility studies are not considered PSR equivalent documents.

- **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. Priority of funding for plans will follow the statewide guidelines. Plan Project Guidance, including required plan components, can be found on Appendix A in the adopted statewide ATP guidelines.
- **Non-infrastructure Projects:** Education, encouragement, and enforcement activities that further the goals of this program. Examples of NI activities can be found on Appendix B in the adopted statewide ATP guidelines.
 - Non-infrastructure projects are not limited to those benefiting school students.
 - NI projects can be start-up programs or new and/or expanded components of existing programs.
 - The Commission intends to focus funding for non-infrastructure on start-up projects. A project is considered a start-up when no program currently exists.
 - A project with components added to an existing program must demonstrate how the original program is continuing without ATP funding.
 - All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
 - The ATP funds cannot fund ongoing program operations.
- **Infrastructure projects with non-infrastructure components:** This is a capital improvement project that includes an education, encouragement, or enforcement component. 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.
- **Quick-Build Projects:** The Commission will consider a small number of quick-build projects for the 2025 ATP. Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects do require construction, but are built with durable, low to moderate cost materials and last from one year to five years. See Appendix D in the adopted statewide ATP guidelines for additional details. Quick-build projects are not applicable to the region if they are not selected at the state.

PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the ATP into multiple, overlapping components. SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. However, the ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

Disadvantaged Communities

For a project to contribute toward the disadvantaged communities funding requirement of 25%, 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 a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community.

It is incumbent upon the applicant to 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.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The 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 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 (scores must be greater than or equal to 40.05). This 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. 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).
- **Other:** If an applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of that state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.
 - A Regional Definition such as “environmental justice communities,” “equity priority communities,” or “communities of concern.” The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and

must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region's broader planning purposes rather than only to apply for ATP funding.

Safe Routes to School Projects

Safe Routes to School projects must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

Recreational Trails Projects

Trail projects that are *primarily* recreational should meet the federal requirements of the [Recreational Trails Program](#) as such projects may not be eligible for funding from other sources. However, trails that serve activetransportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and need not meet the Recreational Trails Program requirements.

PROJECT SELECTION PROCESS

REGIONAL COMPETITIVE ATP PROJECT SELECTION

Fresno COG will hold a separate call for projects for the Regional Active Transportation Program and have a regional evaluation process. Applicants may apply for either the State ATP program or Regional ATP program, or to both. Fresno COG encourages all ATP projects be submitted to the State ATP competitive program, although it is not required. Projects not selected for programming in the statewide competition must be considered in the regional competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the Commission and include all of the required documents.

PROJECT APPLICATION

Applications will be available on the [ATP online application portal](#). The FCOG Regional ATP guidelines, supplemental application, and additional information will be available on the [Fresno COG website](#).

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP. Per the adopted statewide ATP guidelines, a copy of the application submitted to the state MUST be submitted to FCOG at the same time.

There are six different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. Applicants applying for infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. All eligible projects must apply with one of the following application types. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects.

The six application types are:

- A. Large Project, Infrastructure only or Infrastructure/Non-infrastructure:
 - Projects with a total project cost of greater than \$10 million will be considered a Large Project and must use the Large Project application. Commission staff may conduct onsite field reviews on a

selection of projects that qualify as large projects. Field reviews are not indicative of the project's likelihood of funding.

- Projects that qualify for the large application do not need to apply for construction and may apply for pre-construction phases only.
- B. Medium Project, Infrastructure only or Infrastructure/Non-infrastructure:
- Projects with a total project cost of more than \$3.5 million and up to \$10 million will be considered a medium project and must use the medium project application.
- C. Small Project, Infrastructure only or Infrastructure/Non-infrastructure:
- Projects with a total project cost of \$3.5 million or less will be considered a small project and must use the small project application.
- D. Non-infrastructure Only
- E. Plan:
- Applicants can only apply for a plan with the plan application. This application cannot be combined with any other type of project. Plan projects must be within or encompass a disadvantaged community.
- F. Quick-Build:
- Applicants should refer to Appendix D for more information on applying for a quick-build project.

REGIONALLY SCALED OPTIONS

All infrastructure projects will be scored based on the infrastructure scoring criteria. If a medium or large application was submitted to the state, an agency may choose to request pre-construction phases only in the regional ATP.

An applicant may submit a medium or large infrastructure project with a scalability plan in the regional supplemental application to meet the encouraged maximum funding request amount. If the project is selected based on the scalability plan, the implementing agency will be required to submit an updated PPR including the updated scope and financial plans. Additional documents may be requested by Caltrans, the Commission, or Fresno COG.

SUBMITTAL REQUIREMENTS

One electronic application must be submitted to the ATP program manager. Applications must be submitted using the online ATP application portal. Applicants to the 2025 Active Transportation Program are not required to submit hardcopies to the Commission. A project application must include:

- FCOG Regional Supplemental Application (Appendix B), available at <https://www.fresnocog.org/project/active-transportation-program-atp/>
- Electronic Project Programming Request (ePPR) form, available at CalSMART
- Formal council/board/district resolution of local support for the ATP project
- Projects that will be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.
- A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed separately.
- All applications for projects within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT) must include a description of any project design elements intended to minimize exposure to air pollution and an explanation of the circumstances that make locating project components in close proximity to heavily traveled freeways or roadways unavoidable or an explanation of why this location was chosen. This item will not be scored.

ATP Program Manager:
 Simran Jhutti
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 559-233-4148 ext. 241

SCREENING CRITERIA

Before evaluation, project applications will be screened for the following:

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the five types of projects listed in Section 13 of the adopted ATP Cycle 7 guidelines.
- A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the ATP.
- A projects 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.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/criteria, and if the project application is incomplete. Projects not selected for programming in the statewide competition but deemed eligible for the regional program will be considered. Applicants with projects that are screened out will be notified as soon as non-eligibility has been determined. Please reference section 14 in the adopted ATP guidelines for further screening criteria requirements.

SCORING CRITERIA

Proposed projects will be scored and ranked based on applicant responses to the below criteria. The chart below references the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring topic is gray, it is not applicable to that application type.

	Scoring Topic	Infrastructure or Infrastructure/Non-Infrastructure Applications	Plan Application	Non-Infrastructure Only Application
A.	Benefit to Disadvantaged Communities (DAC)	6	30	10
B.	Need	50	20	40
C.	Safety	25		10
D.	Public Participation & Planning	10	25	15
E.	Scope and Plan Layout Consistency and Cost Effectiveness			
F.	Scope and Plan Layout Consistency	5		10
G.	Implementation & Plan Development		25	
H.	Context Sensitive & Innovation			5
I.	Transformative Projects			

J.	Evaluation and Sustainability			10
K.	Leveraging	3		
L.	Corps (0 or -5)	0 or -5		0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10
N.	Consistency with FCOG adopted 2022 RTP or adopted ATP Plan	1		
	Total	100	100	100

- A. Benefit to Disadvantaged Communities. The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants must also explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project. If displacement is not an issue, applicants must explain why it is not a concern for the community.
- B. Need. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, health care facilities, employment centers, and other destinations; potential to promote equity of access to shared infrastructure for people of all ages and varying abilities, including increasing and improving connectivity and mobility of non-motorized users.
- C. Safety. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists, with consideration of safety concerns for students, older adults, and persons with disabilities.
- D. Public participation and Planning. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders and community-based organizations) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.
- E. Scope and Plan Layout Consistency and Cost Effectiveness. Evidence that the application, scope, and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. Scope and Plan Layout Consistency. Evidence that the application, supplemental application, scope, and plan layout are consistent with one another and depict what is being proposed.
- G. Implementation and Plan Development. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- H. Context sensitive bikeways/walkways and innovative project elements. The "recognized best" solutions appropriate for the local community context will be considered. Applicants should discuss how the project advances a lower stress environment or a low-stress network. Additionally, applicant should provide a description of the innovative features of the project or explain why the context of the project best lends itself to standard treatments/features.
- I. Transformative Projects. Evidence of the transformative nature of the project will help to inform the score. Applicants should describe how nearby projects and local policies and ordinances will contribute to the project's transformative nature. In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing, and how the project will advance local transportation and land use goals. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) [Prohousing Designation Program](#) and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, the applicant should explain why it is not a concern.

- J. Evaluation and Sustainability. How will the effectiveness of the program be measured and sustained after completion?
- K. Leveraging. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.
- L. Corps. Use of the California Conservation Corps or a certified local 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. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
 - General information and instructions for consulting with the Corps on ATP projects can be found at the [California Conservation Corps website](#) or at the [California Association of Local Conservation Corps website](#).
 - The California Corps can be contacted at atp@ccc.ca.gov.
 - Certified local community conservation corps can be contacted at inquiry@atpcommunitycorps.org.
 - Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.
 - Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application
 - Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.
- M. Past performance. Applicant’s performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award; adverse audit findings on a past ATP project that are the fault of the applicant; or project failure on any past ATP project.
- N. Consistency with FCOG adopted 2022 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan. This may include Bicycle/Pedestrian, Master Trails, Vision Zero, or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

If two or more project applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

1. Project readiness including, but not limited to, completed environmental documents
2. Highest score on the highest point value question
3. Highest score on the second highest point value question.

PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. Priority for participation in the MAG was given to those who would not represent a project applicant or would not benefit from projects submitted by others; if they do, they must

recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the adopted ATP guidelines. The MAG will then recommend the project list to Fresno COG's Transportation Technical Committee (TTC), Policy Advisory Committee (PAC), and to the Policy Board for approval before requesting final approval from the Commission for the program of projects.

PROGRAMMING

The ATP must be consistent with the adopted fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate. Requested programming years may vary based on programming capacity.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the ATP, and the estimated total cost of the project. In the case of a large project delivered in segments, include the total cost of the segment for which ATP funds are requested.

Project costs in the ATP will include costs for each of the following phases:

- Project approval and environmental document (PA&ED);
- Plans, specifications, and estimates (PS&E);
- Right-of-way (R/W);
- Construction (CON); and
- Construction non-infrastructure (CON-NI), if applicable.

When proposing to fund only preconstruction phases for a project, the applicant must demonstrate how it intends to fund the construction of a useable segment, consistent with the regional transportation plan.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will propose to fund projects with uncommitted funds only if a project is at the funding cut-off and there are not enough available funds to fund the full project. FCOG will consider funds as committed when the Commission adopts the program of projects or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. If a project is funded with federal funds, the cost of each project phase will be listed in the Federal Transportation Improvement Program (FTIP) no earlier than the fiscal year in which the particular project phase can be implemented.

If the program of projects adopted by FCOG does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

Projects from prior cycles that are found to not meet Project Study Report (PSR) equivalency will be required to take corrective action prior to allocation of funds. Refer to the adopted statewide ATP guidelines; section VI, for specific requirements.

PERFORMANCE METRICS

Successful projects must submit the required performance metric data. The Commission may delete a project for which no performance metric data is received. The Commission will not consider approval of a project allocation for projects that have not submitted the required performance metric data. Refer to Section 24 of the 2025 Active Transportation Program Guidelines.

- Interim Count Methodology Guidance
- California Active Transportation Benefit-Cost Tool

- Affordable Housing and Sustainable Communities Benefits Calculator

Agencies that fail to provide the performance metric data listed above may face disciplinary consequences including, but not limited to:

- A written warning
- A required appearance before the Commission
- Placement on a Watch List

Agencies that continue to fail to provide performance metric data may be subject to:

- Ineligibility for future allocations and programming actions
- Reduced reimbursements

CONTINGENCY PROJECT LIST

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained with the amount of ATP funding available adopted in the ATP Fund Estimate. In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any cost savings, if a project is deleted from the program, or if the ATP is augmented. This contingency list will be in effect only until the adoption of the next programming cycle.

BASELINE AGREEMENTS

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or a total programmed amount of \$10 million or greater in ATP funds. Please reference section 28 of the adopted ATP guidelines for requirements for baseline agreements.

PROGRAM/PROJECT AMENDMENTS

Implementing agencies who wish to request project amendments must obtain approval from all partner and funding entities before submitting these requests to the Commission. Implementing agencies must submit amendment requests in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits. Caltrans shall coordinate all amendment requests and utilize the Project Programming Request (PPR) form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the ATP as follows:

- Scope Changes – The Commission may consider changes to the scope of the project only as described below.
- Funding Distribution Changes – The Commission may consider a request to move funds between phases after a project has been programmed only as described below.

Project Segmenting – the Commission may consider a request to segment a project into two or more segments only as described in the subsection below.

Schedule changes to a project will not be considered, however, time extensions are allowed as specified in the timely use of funds section. ATP will not fund any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

SCOPE CHANGES

The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following:

- An explanation of the proposed scope change.
- The reason for the proposed scope change.
- 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 of the proposed scope change on benefits to disadvantaged communities, if applicable (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).
- An explanation of the methodology used to develop the estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval

Caltrans will review the proposed scope change and forward the proposal along with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff may accept or deny minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff denies approval of a minor scope change request, Caltrans, in collaboration with the requesting agency, may resubmit the scope change request as a major scope change for the Commission's consideration.

Caltrans will present recommendations to approve or disapprove major scope changes to the Commission as a project amendment agenda item at a regularly scheduled Commission meeting. Commission staff may recommend denying a scope change if the request dramatically changes the project scope and intent from what was approved in the application, or if there is a loss in benefits. The Commission may approve or deny the scope change request, regardless of staff and Caltrans' recommendations.

Scope change requests must be submitted as soon as practicable following identification of the needed change, and prior to the allocation of any additional project phases. Scope change requests must be submitted prior to an agency requesting the allocation of construction funds, except in instances where the contract bid cost savings, as described in Section 37 of the adopted statewide ATP guidelines.

FUNDING DISTRIBUTION CHANGES

Agencies may request to move fund amounts between programmed phases, including Project Approval and Environmental Documentation (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (RW) and Construction (CON). Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval.

When preparing a request for a funding distribution change, agencies should consider the following:

- The request must be made prior to the state fiscal year in which the funds have been programmed.
- The funds that are part of the request cannot have been allocated.
- Funds programmed in construction cannot be moved out of construction.
- An agency may only request a funding distribution change once during the life of the project. Agencies should consider waiting until after the environmental review has been completed to submit a funding distribution change.

The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.
- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

PROJECT SEGMENTING

The Commission will consider project segmenting requests that aid in the overall delivery of the project.

When preparing a request to segment a project, agencies should consider the following:

- In segmenting a project, phases or segments may not be reprogrammed to later years.
- An agency may only request to segment a project once during the life of a project.
- Segmenting must be approved prior to construction allocation. An allocated phase cannot be segmented.

An agency wishing to segment a project must submit a request to Caltrans that includes the following:

- An explanation of the proposed project segmentation.
- The reason for the proposed project segmentation.
- A map clearly showing each project segment or phase.
- Separate PPRs for each project segment.

Caltrans will review the proposed project segmenting request and forward the proposal along with Caltrans' written analysis and recommendation to Commission staff for the Commission's consideration.

ALLOCATIONS

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days. Allocation request deadlines are outlined on the Caltrans Active Transportation Program website.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The recommendation will include a determination of project readiness, the availability of appropriated funding, the availability of all identified and committed supplementary funding,

and the consistency with the project's baseline agreement, if applicable. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to verify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. The Commission will only consider an allocation of construction funds to projects that are ready to advertise. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to the Bureau of Indian Affairs (BIA) or Federal Transit Administration (FTA) shall be consistent with BIA's or FTA's definition of readiness for obligation. BIA and FTA transfers may be requested to transfer programmed ATP funds and must follow the requirements in Section 29 of the adopted statewide ATP guidelines.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for a non-infrastructure project or plan, or for design, right-of-way, or construction of an infrastructure project, prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). As a matter of policy, the Commission will not allocate funds, other than for the environmental phase, for a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. The ATP does not fund cost increases. If there is a cost increase to the project, the implementing agency must submit an updated PPR form that identifies the cost increase and the fund source that will cover the cost increase. If the fund source(s) is (are) not identified to cover the cost increase, the project component will be lapsed.

Applicants that have partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the allocation request.

The Commission will consider the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

To ensure the timely use of all program funds, the Commission will, contingent upon availability, advance allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. Should requests for advance allocations exceed available capacity; the Commission will give priority to projects programmed in the current year.

Allocation requests for a project in the MPO ATP projects must include a recommendation by the MPO.

Any scope changes must be presented to Caltrans for consideration prior to allocation in the manner described above and in section 28 of the adopted ATP guidelines.

PROJECT DELIVERY

LETTER OF NO PREJUDICE

The Commission 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 LONP Guidelines are available on the Commission's website.

TIMELY USE OF FUNDS

ATP allocations are requested by project phase, Environmental Phase (PA&ED), Design Phase (PS&E), Right-of-Way Phase (ROW), and Construction Phase (CON). Each allocation must be requested in the fiscal year that the phase is programmed. When programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program.

The Commission may extend the deadline only once for each allocation phase and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. 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. Extension requests for a project in the MPO selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

Funds allocated for PA&ED, PS&E, and R/W costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

Construction contracts must be awarded and executed within six months of construction allocation. The Commission may extend the contract award deadline only once if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of construction fund allocation, the implementing agency may request, and the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadlines for expenditures for project development or right-of-way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 12 months for project completion and 12 months for expenditure.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise, the funds will lapse. Additional guidance on ATP timely use of funds expectations and policies can be found on the Caltrans Local Assistance website.

Projects with a right-of-way phase programmed must commence the right-of-way phase within ten years of receiving Project Approval and Environmental Document and/or Plans, Specifications, and Estimates funding through ATP. Projects without a right-of-way phase programmed must commence construction within ten years of receiving Project Approval and Environmental Documentation and Plans, Specifications, and Estimates funding through ATP. Otherwise, the implementing agency must repay the ATP funds and the repaid funds may be made available for redistribution in the subsequent programming cycle.

If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension. It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a phase is less than the amount allocated, the savings generated will not be available for future programming.

Caltrans will track the delivery of ATP projects and submit to the Commission the required reports showing the delivery of each project phase.

DELIVERY DEADLINE EXTENSIONS

The Commission may extend a delivery deadline, as described in the Timely Use of Funds Section, upon the request of the implementing agency. No deadline may be extended more than once. However, there are separate deadlines for allocations, contract award, expenditures, and project completion. Each project phase has its own deadline. The Commission may consider the extension for each deadline separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 and 49 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Refer to the adopted ATP guidelines; section 33, for examples of federal requirements that must be met when administering ATP projects.

DESIGN STANDARDS

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Refer to the adopted ATP guidelines; section 34, for specific requirements.

PROJECT INACTIVITY

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation if proper justification is not provided.

PROJECT COST SAVINGS

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable active transportation benefits. The expanded scope must be approved by the Commission staff prior to contract award. All other contract award savings will be returned proportionally.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings at project completion must be returned proportionally.

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase.

This means that the amount transferred by a local agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. Project savings, including savings from projects programmed in the MPO component, will return to the overall ATP and be available to a programmed project advanced from a future fiscal year.

PROJECT CANCELLATION

If an implementing agency elects to cancel a project, the agency must cease all invoicing and relinquish any remaining funds to the program. The implementing agency must submit a letter signed by the Chief Executive Officer, Public Works Director, or other officer authorized by its governing body addressed to the Commission's Executive Director that includes the following information:

- Reason for project cancellation
- Efforts made to avoid cancellation
- Lessons learned from challenges faced

The appropriate Regional Transportation Planning Agency should be copied on the letter.

Project cancellations in the PA&ED, PS&E, and R/W phases require repayment of the reimbursed ATP funds if the investment does not result in a physical improvement within ten years. Project cancellations directly related to compliance with another federal and/or state law, such as NEPA and CEQA, do not require repayment. If an implementing agency determines repayment is not required on a project canceled in the PA&ED, PS&E, or R/W phase, the implementing agency must submit a written request to Caltrans. Caltrans will review the request, obtain FHWA concurrence for federally funded projects, and forward the request and a written recommendation to the Commission staff for the Commission's consideration.

PROJECT REPORTING

The purpose of all required reports is to ensure that the project is executed on time and is within budget, and that it delivers the scope and benefits identified in the project application. The ATP program adheres to the program accountability requirements set forth in the SB1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP.

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the [Local Assistance website](#) for details. Implementing agencies must submit photographs of the completed project as part of the Completion Report. Photos showing people using the facility are best. If there are recognizable faces in the photos, the agency must include a photo release waiver with the report. Photographs of the completed project should be at least 300 dots per inch (DPI). Implementing agencies will also be encouraged to submit photographs of the project with progress reports when significant project milestones are achieved.

An agency implementing a project in the MPO selected portion of the program is required to also submit copies of all of its reports to the MPO. However, all agencies are encouraged to submit copies of their reports to their MPO or RTPA.

Projects with a Bureau of Indian Affairs or Federal Transit Administration transfer must comply with the reporting requirements set forth by the Bureau of Indian Affairs or the Federal Transit Administration.

AUDITS

The audit requirements as outlined in the SB1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP.

ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (COMMISSION)

The Commission responsibilities include:

- Adopt guidelines, policies, and application for the ATP.
- Adopt ATP Fund Estimate.
- Screening project applications and determining eligibility, in consultation with Caltrans.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- In consultation with Regional Agencies and Caltrans, recommend and adopt a program of projects, including:
 - The statewide component of the ATP,
 - The small urban and rural component of the ATP and,
 - The MPO selected portion of the program based on the recommendations of the MPOs.
 - Ensure that at least 25% of the funds benefit disadvantaged communities.
- Maintain a contingency list of projects to be amended into the program in the event a programmed project is delivered under the programmed amount of if a project fails, approve and recommend such amendments for Commission approval. This contingency list will be in effect only until the adoption of the next statewide program.
- Post recommendations and final adopted list of approved projects on the Commission's website
- Allocate funds to projects.
- Publish a Status Report of the ATP annually to increase the transparency of the program and show the progress of the programmed projects
- Review project amendment requests and recommend approval or denial to the commission
- Approving or denying time extension requests.
- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted ATP. Responsibilities include:

- Prepare and provide statewide program and procedural guidance. Conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups.
- Develop and provide program training.
- Solicit project applications for the program.
- Perform eligibility and deliverability reviews of ATP projects at the Commission's request and inform the Commission of any identified issues in writing and before consensus scores are submitted by the evaluators.
- Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Make project amendment recommendations to the Commission.
- Track and report on project implementation, including project completion.
- Create reports required by the Commission and solicit implementing agencies to submit required reports in a timely manner.

- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation, including administering the contract(s) for the ATP Resource Center.
- Assisting Commission staff as needed

METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

MPOs with large urbanized areas, such as FCOG, are responsible for overseeing a competitive project selection process in accordance with these guidelines. The responsibilities include:

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantaged communities.
- FCOG is using a different minimum project size for its regional competitive ATP selection process than the statewide guidelines.
- FCOG will notify the Commission of their intent to have a supplemental call no later than the application deadline and will consider the projects that were not selected through the statewide competition along with those received in the supplemental call for projects.
- FCOG will submit copies of all applications received by the MPO. Projects recommended for programming by an MPO will not be considered for funding unless the application is received by the designated deadline.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the projects recommended for programming include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project fails to deliver. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
- Recommend allocation requests for a project in the FCOG regional competitive ATP.
- Determine which projects to advance and make that recommendation to the Commission in consultation with Commission staff and Caltrans.
- Submit an annual assessment of FCOG's regional competitive ATP in terms of its effectiveness in achieving the goals of the overall ATP.

PROJECT APPLICANT

Project applicants nominate ATP projects for funding consideration by submitting an application by the deadline. If awarded ATP funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

For infrastructure projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Signage

For all projects receiving SB 1 funds, the implementing agency must include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should comply with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

PROGRAM EVALUATION

The ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

The Commission will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the ATP including projects programmed, projects allocated, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities, and projects completed to date with the California Conservation Corps or qualified community conservation corps.

APPENDIX A – Fund Estimate

Fresno Council of Governments

2025 Active Transportation Program Cycle 7 Regional Share

FY 2025-26 through FY 2028-29

ATP Regional Share (\$ in thousands)

Fund Source	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Federal	\$557	\$582	\$1,649	\$1,674	\$4,462
State	\$555	\$555	\$377	\$377	\$1,864
Total ATP Regional Share	\$1,112	\$1,137	\$2,026	\$2,051	\$6,326

Per SB 99, 25% of overall program funds shall benefit disadvantaged communities.

APPENDIX B – Regional ATP Supplemental Application



**Fresno Council
of Governments**

Cycle 7

**2025 REGIONAL COMPETITIVE ACTIVE
TRANSPORTATION PROGRAM**

SUPPLEMENTAL APPLICATION

Due Date: November 20, 2024

SUPPLEMENTAL APPLICATION INFORMATION

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program, will be considered.

In addition to the statewide ATP application form, applicants applying for the regional competitive ATP must complete this supplemental application. If you did not submit an application to the statewide competitive ATP, you will also need to complete a statewide ATP application form to include with the regional supplemental application in order to be considered for the regional ATP.

Infrastructure projects will be scored following the statewide ATP scoring rubrics for the [small infrastructure application](#), except where points differ from the statewide ATP, scores will follow the rubrics shown in this application. Additional information on the Fresno COG regional competitive ATP and application materials is available at: <https://www.fresnocog.org/project/active-transportation-program-atp/>.

PROJECT INFORMATION

Applicant Agency: _____

Project Title (must match Caltrans ATP application project name if applicable): _____

Project Application Number (must match Caltrans ATP application if applicable): _____

ATP \$ Requested: _____

Total Project Cost: _____

Was this project submitted to the statewide competitive ATP? Y / N _____

Are you altering your application for the regional ATP? Y/N _____

If yes, what are you altering? (check all that apply).

- Adding leveraging funding to maximize regional ATP criteria points
- Scaling project to meet the encouraged maximum funding award request of less than \$3.5m. If checked, please complete the scalability plan information.
- Requesting pre-construction funding only including PA&ED, PS&E, and/or ROW.

If you are altering your application, the implementing agency will be required to submit an updated PPR including the updated scope and financial plans at minimum. Additional information may be requested.

REGIONALLY SCALED OPTIONS

Agencies are allowed to phase or segment a project for the Regional ATP if the project was submitted to the statewide ATP to meet our encouraged maximum funding award request. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. If the project is selected in the regional ATP based on the scalability plan, the implementing agency will be required to submit an updated PPR

including the updated scope and financial plans. Additional documents may be requested by Caltrans, the Commission or Fresno COG, to reflect the awarded phase or segmented project. An agency may also choose to request pre-construction phases only in the regional ATP.

Please provide the scalability plan, if applicable.

Scaled ATP Funding Request	\$
Scaled Total Project Cost	\$

The scalability plan should include updated scope, benefits, and funding plan, and the updated financial plan.

REGIONAL EVALUATION CRITERIA

LEVERAGING (3 points)

No local match is required. Points will be based on the amount of non-ATP funding pledged to the project. If the project application has been altered to maximize regional ATP points, an updated PPR is required. The Commission will only consider cash funds for leveraging. Pre-construction phases funded by the local agency will be considered for leveraging even if the funds were expended before the application deadline. Previous ATP funds do not quality.

- Project is requesting 100% ATP funds
- Project is leveraging non-ATP funds as shown in the PPR

Total Project Cost: \$ _____

Total ATP Funding Request: \$ _____

Total Non-ATP Funding (if applicable): \$ _____

Points	Amount Leveraged
1 Point	More than 11.47% to 15% of total project cost
2 Points	More than 15% to 20% of total project cost
3 Points	More than 20% of total project cost

CONSISTENCY WITH FCOG ADOPTED 2022 RTP OR ADOPTED ATP PLAN (1 point)

Please attach documentation highlighting the project listing on the adopted plan.

- Project is consistent with Fresno COG’s adopted 2022 RTP, Fresno COG’s Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails, Vision Zero, or Safe Routes to School Plans.

RTP Constrained List Link 2022 RTP: [Appendix-C Transportation-and-Land-Use_Final_062122.pdf \(planfresno.com\)](#)

Regional ATP Link (Appendix D): [Appendix-D Public-Participation-Review-and-Adoption_Final_081122.pdf \(planfresno.com\)](#)

- Project is NOT on an adopted plan (0 Points)

ATTACHMENTS

Council/Board resolution of local support

FRESNO COG REGIONAL SCORING CRITERIA AND SCORING RUBRICS

	Scoring Topic	Infrastructure or Infrastructure/ Non-Infrastructure Applications	Plan Application	Non-Infrastructure Only Application
A.	Benefit to Disadvantaged Communities (DAC)	6	30	10
B.	Need	50	20	40
C.	Safety	25		10
D.	Public Participation & Planning	10	25	15
E.	Scope and Plan Layout Consistency and Cost Effectiveness			
F.	Scope and Plan Layout Consistency	5		10
G.	Implementation & Plan Development		25	
H.	Context Sensitive & Innovation			5
I.	Transformative Projects			
J.	Evaluation and Sustainability			10
K.	Leveraging	3		
L.	Corps (0 or -5)	0 or -5		0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10
N.	Consistency with FCOG adopted 2022 RTP or adopted ATP Plan	1		
	Total	100	100	100

STATEWIDE ATP SCORING RUBRICS

[2025 ATP Small Infrastructure Project Application Scoring Rubric \(PDF\)](#)

[2025 ATP Non-Infrastructure Project Application Scoring Rubric \(PDF\)](#)

[2025 ATP Plan Project Application Scoring Rubric \(PDF\)](#)

FRESNO COG SCORING RUBRICS

The following rubrics will be used by the Fresno COG Regional Scoring Committee based on the information provided in the Caltrans ATP application for the Benefit to Disadvantaged Communities, Need and Scope and Plan Layout Consistency categories.

Benefit to Disadvantaged Communities (6 Points)

Severity (0-4 Points)

Points	Median Household Income (MHI) Criteria – MHI = \$73,524	
0 Points	Greater than 80% of the MHI	greater than \$73,524.00
1 Point	75% through <80% of MHI	\$68,928.75 through \$73,523.99
2 Points	70% through <75% of MHI	\$64,333.50 through \$68,928.74
3 Points	65% through <70% of MHI	\$59,738.25 through \$64,333.49
4 Points	< 65% of MHI	less than \$59,738.24
Points	CalEnviroScreen 4.0 Criteria	
0 Points	Above 25% most disadvantaged	less than 40.05
1 Point	20% through 25% most disadvantaged	40.05 through 43.38
2 Points	15% through < 20% most disadvantaged	43.39 through 47.54
3 Points	10% through < 15% most disadvantaged	47.55 through 51.98
4 Points	< 10% most disadvantaged	51.98 through 93.18
Points	Free or Reduced Lunches	
0 Points	Less than 75% of students receive free or reduced lunches	
1 Point	≥ 75% through 80% of students receive free or reduced lunches	
2 Points	> 80% through 85% of students receive free or reduced lunches	
3 Points	> 85% through 90% of students receive free or reduced lunches	
4 Points	> 90% of students receive free or reduced lunches	
Points	Healthy Places Index Percentile	
0 Points	Healthy Places Index Score above 25 Percentile	
1 Point	Healthy Places Index Score 20 through 25 Percentile	
2 Points	Healthy Places Index Score 15 through <20 Percentile	
3 Points	Healthy Places Index Score 10 through <15 Percentile	
4 Points	Healthy Places Index Score <10 Percentile	

Project Location (0-2 Points)

Points	Applicant's ability to demonstrate the project is located within a DAC.
2 Points	Project location(s) are/is fully (100%) located within a DAC.
1 Point	Project location(s) are/is partially (less than 100%) within a DAC.
0 Points	None of the project location(s) are/is within a DAC.

Need (50 Points)

A. Statement of Project need (0-26 Points)

Points	Applicant’s ability to demonstrate a specific active transportation need.
19-24 Points	<p>The application compellingly demonstrates “need” in the project area, and documents all of the following in a clear narrative:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable • For projects benefiting a disadvantaged community – the need for the project in that community, • For NI components – the need for the education,encouragement and/or enforcement program
13-18 Points	<p>The application duly demonstrates “need” in the project area, and documents: only 2 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable • For projects benefiting a disadvantaged community – the need for the project in that community, • For NI components – the need for the education,encouragement and/or enforcement program
7-12 Points	<p>The application demonstrates “need” in the project area, and documents: only 1 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable • For NI components – the need for the education, encouragement and/or enforcement program
1-6 Points	<p>The application minimally demonstrates “need” in the project area, and partially documents 1 of the following:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable • For NI components – the need for the education, encouragement and/or enforcement program
0 Points	<p>The application does not demonstrate “need” in any way in the project area in any of the three areas of need, and there is no mention of the need of the disadvantaged community and there is no mention of the NI program (if applicable).</p>

Points	Applicant's ability to demonstrate the active transportation needs of STUDENTS.
2 Points	The application addresses the active transportation needs of students
0 Points	The application does not address or mention the active transportation needs of students

B. Describe how the proposed project will address the active transportation need: (0-24 points)

Points	Applicant's ability to make a case that the project will address need for active transportation.
18-23 Points	<p>The application clearly and convincingly demonstrates that the project will best address the active transportation need presented in part A by:</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. <p>Additionally:</p> <ul style="list-style-type: none"> • For combined I/NI projects, implementing a non-infrastructure program that provides new skills and familiarity to the community.
11-17 Points	<p>The application demonstrates that the project will likely address the active transportation need presented in part A by:</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. <p>Additionally:</p> <ul style="list-style-type: none"> • For combined I/NI projects, implementing a non-infrastructure program that provides new skills and familiarity to the community.
5-10 Points	<p>The application somewhat demonstrates that the project will address the active transportation need presented in part A by: (at least 1 of the following)</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. <p>Additionally:</p> <ul style="list-style-type: none"> • For combined I/NI projects, implementing a non-infrastructure program that provides new skills and familiarity to the community.
1-4 Points	<p>The application minimally demonstrates that the project may address the active transportation need presented in part A by: (partially 1 or more of the following)</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. <p>Additionally:</p> <ul style="list-style-type: none"> • For combined I/NI projects, implementing a non-infrastructure program that provides new skills and familiarity to the community.
0 Points	The application did not demonstrate the project would address the need presented in Part A.

Points	Applicant's ability to make a case that the proposal that will increase the number of active transportation trips accomplished by STUDENTS.
1 Point	The project will increase the proportion of active transportation trips accomplished by students
0 Points	The project will not increase the proportion of active transportation trips accomplished by students

Scope and Plan Layout Consistency (5 Points)

If your project was altered for the regional ATP, consistency with the scalability plan will also be taken into consideration.

Points	Evaluating Layouts/Maps
2 Points	The submitted layouts/maps are complete, clear, and/or provide sufficient detail to determine the full scope of the proposed project.
0 Points	The submitted layouts/maps are poorly developed or vague in outlining the various elements of the proposed project, or the applicant failed.

Points	Evaluating Engineer's Estimate
2 Points	The submitted estimate is thorough and consistent with the elements and phases of the proposed project.
0 Points	The applicant failed to provide an estimate that matches the proposed elements.

Points	Evaluating the Project Schedule
1 Point	The submitted schedule fully incorporates all necessary phases and provides adequate time to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI).
0 Points	The submitted schedule failed to incorporate all necessary phases and/or does not provide adequate time to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI).

Fresno COG Regional ATP Cycle 7 Multidisciplinary Advisory Group

Requirement	Agency	Name	Email	Alternate Name	Email
Expertise in Bike & Ped projects	Fresno Cycling Club	Nick Paladino	ndpaladino@sbcglobal.net		
Expertise in Bike & Ped projects	Fresno County Bike Coalition	Tony Molina	tony@fresnobike.org		
Expertise in SRTS projects	School districts	Mary J Gonzales	maryj.gonzalez@fresnounified.org	Michael Cortes	michael.cortes@fresnounified.org
Expertise in Disadvantage Communities	California Rural Legal Assistance, Inc.	Leticia C. Luquin	lluquin@crla.org	Erin Noel	enoel@crla.org
Expertise in Disadvantage Communities	California Rural Legal Assistance, Inc.	Brenda J. Moya	bmoya@crla.org	Victoria Santillan	vsantillan@crla.org
Expertise in Disadvantage Communities		Mariah Thompson	mthompson@crla.org		
State agency	Caltrans	Pedro Ramirez	pedro.ramirez@dot.ca.gov	Pedram Mafi	pedram.mafi@dot.ca.gov
MPO	FCOG	Simran Jhutti	sjhutti@fresnocog.org	Matthew Shimizu	mshimizu@fresnocog.org
Local jurisdictions	City of Fresno	John Barbery	John.Barbery@fresno.gov	Jill Gormley	jill.gormley@fresno.gov
	City of Clovis	Ryan Burnett	RyanB@ci.clovis.ca.us	Tatiana Partain	tatianap@ci.clovis.ca.us
	Fresno County	Alimi Mohammad	malimi@fresnocountyca.gov	Erin Haagenson	ehaagenson@fresnocountyca.gov
	City of Fowler	Thomas Gaffery	tgaffery@ci.fowler.ca.us		
	City of Kerman	Jesus Orozco	jorozco@cityofkerman.org		
	City of San Joaquin	Danny Reed	dreed@gouveiaengineering.com		
	City of Firebaugh	Ben Gallegos	bgallegos@firebaugh.org		
	City of Mendota	Michael Osborn	mosborn@ppeng.com		
	City of Huron	Paul Sereno	paul.sereno@am-ce.com		
	City of Orange Cove	Angela Hall	paul.sereno@am-ce.com		
	City of Reedley	Marilu Morales	marilu.morales@reedley.ca.gov		
	City of Coalinga	Sean Brewer	sbrewer@coalinga.com		
	City of Selma	Rob Terry	robt@cityofselma.com		
	City of Kingsburg	Dave Peters	dpeters@peters-engineering.com		
	City of Sanger	Josh Rogers	jrogers@yhmail.com		
	City of Parlier	Sonia Hall	shall@parlier.ca.us		
MAG Committee Members					

**BEFORE THE
FRESNO COUNCIL OF
GOVERNMENTS RESOLUTION NO.
2024-09**

In the Matter of:)
)
FRESNO COG REGIONAL)
COMPETITIVE ACTIVE)
TRANSPORTATION)
PROGRAM CYCLE 7)
GUIDELINES)

RESOLUTION ESTABLISHING
ADOPTION OF THE FRESNO COG
REGIONAL COMPETITIVE ACTIVE
TRANSPORTATION PROGRAM
(ATP) CYCLE 7 GUIDELINES

WHEREAS, the Fresno Council of Governments (FCOG) is the regional transportation planning agency for Fresno County and its fifteen cities pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, FCOG has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, FCOG is the designated Metropolitan Planning Organization (MPO) for Fresno County and its fifteen cities and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, FCOG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of Fresno County for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) establishing the Active Transportation Program (ATP); and

WHEREAS, FCOG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Departments of Transportation (Caltrans); and

WHEREAS, FCOG has developed, in cooperation with CTC, Caltrans, state agencies, local jurisdictions in Fresno County, and non-governmental organizations, program guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group (MAG) evaluates and recommends candidate ATP projects for FCOG to be included in the Program of Projects; and

WHEREAS, the ATP is subject to public review and comment.

NOW, THEREFORE, BE IT RESOLVED, that:

1. FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive ATP as set forth in the 2024 Regional Competitive ATP Cycle 7 Guidelines attachment; and
2. The FCOG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the CTC after the FCOG Executive Director has consulted with the Chairs and Vice Chairs of the Transportation Technical Committee, Policy Advisory Committee, and Policy Board; and
3. The FCOG Executive Director or designee is authorized to revise the program of projects as necessary in accordance with the guidelines to reflect the programming of projects after the projects are selected; and
4. FCOG will establish a list of contingency projects, ranked in priority order based on the project's evaluation score to be used should there be any project failures or major delays in the ATP. The contingency list is valid until the adoption of the next ATP Cycle; and
5. The FCOG Executive Director shall forward a copy of this resolution and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

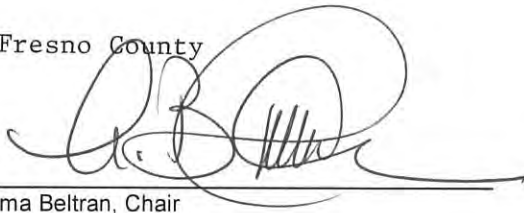
THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of April, 2024.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kinsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma.

NOES: None.

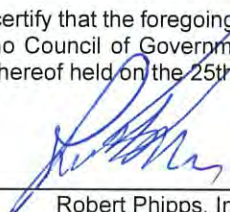
ABSTAIN: None.

ABSENT: Fresno County

Signed: 
Alma Beltran, Chair

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 25th day of April, 2024.

Signed: 
Robert Phipps, Interim Executive Director



1415 L Street,
Suite 300
Sacramento, CA
95814

916.321.9000
sacog.org

April 26, 2024

Ms. Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Ms. Taylor:

The Sacramento Area Council of Governments (SACOG) is pleased to submit for your review our proposed Metropolitan Planning Organization (MPO) Guidelines for the 2025 Active Transportation Program (ATP). The MPO Guidelines were approved on April 18, 2024, by the SACOG Board of Directors. SACOG coordinates 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 2025 ATP is identified in the attached 2023 Regional ATP Policy Framework approved on April 18, 2024. The SACOG Regional ATP Policy Framework outlines specific eligibility, project selection process, working group membership, screening, project size and matching requirements, and project performance outcomes and weighting (criteria). The Policy Framework identifies a region-specific disadvantaged communities' definition in addition to the state-identified definitions from the 2025 Active Transportation Program Guidelines, and a 40 percent region-specific minimum investment level for disadvantaged community residents that exceeds the state identified minimum investment requirement of 25 percent.

SACOG appreciates the ability to identify the project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities that best responds to our regional needs and goals. If you have any questions regarding SACOG's proposed MPO Guidelines, please contact Summer Lopez at slopez@sacog.org or (916) 340-6228.

Sincerely,

James Corless
Executive Director

Attachments:

SACOG 2025 Regional ATP Policy Framework
Regional Maps referenced in the SACOG 2025 Regional ATP Policy Framework

Cc:

Laurie Waters, California Transportation Commission
Woodrow Deloria, El Dorado County Transportation Commission
Matt Click, Placer County Transportation Planning Agency

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

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
Regional Call for Projects	June 28, 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 17, 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 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.)

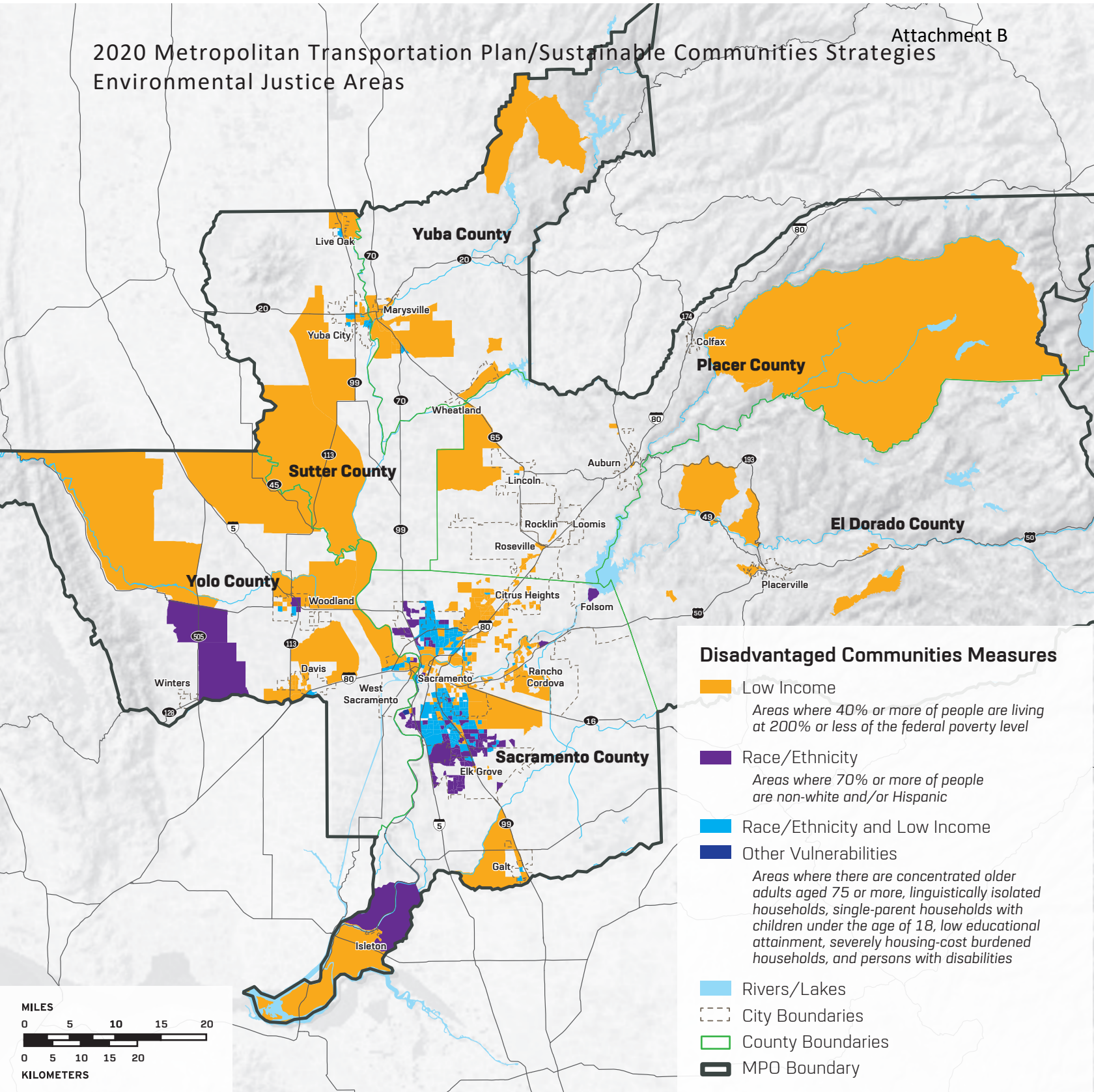
Projects will be scored 0 to 3 points by the Regional ATP Team and added to the Working Group scores described above.

1. Project is identified in the implementation plan for the Regional Trail Network Action Plan. **0-3 points**
2. Applicant demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**

Funding Recipient Requirements

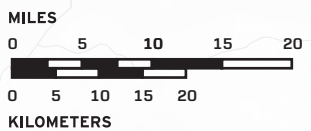
Recipients must adhere to statewide ATP reporting requirements for documenting project progress, final delivery, and performance metrics.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategies Environmental Justice Areas



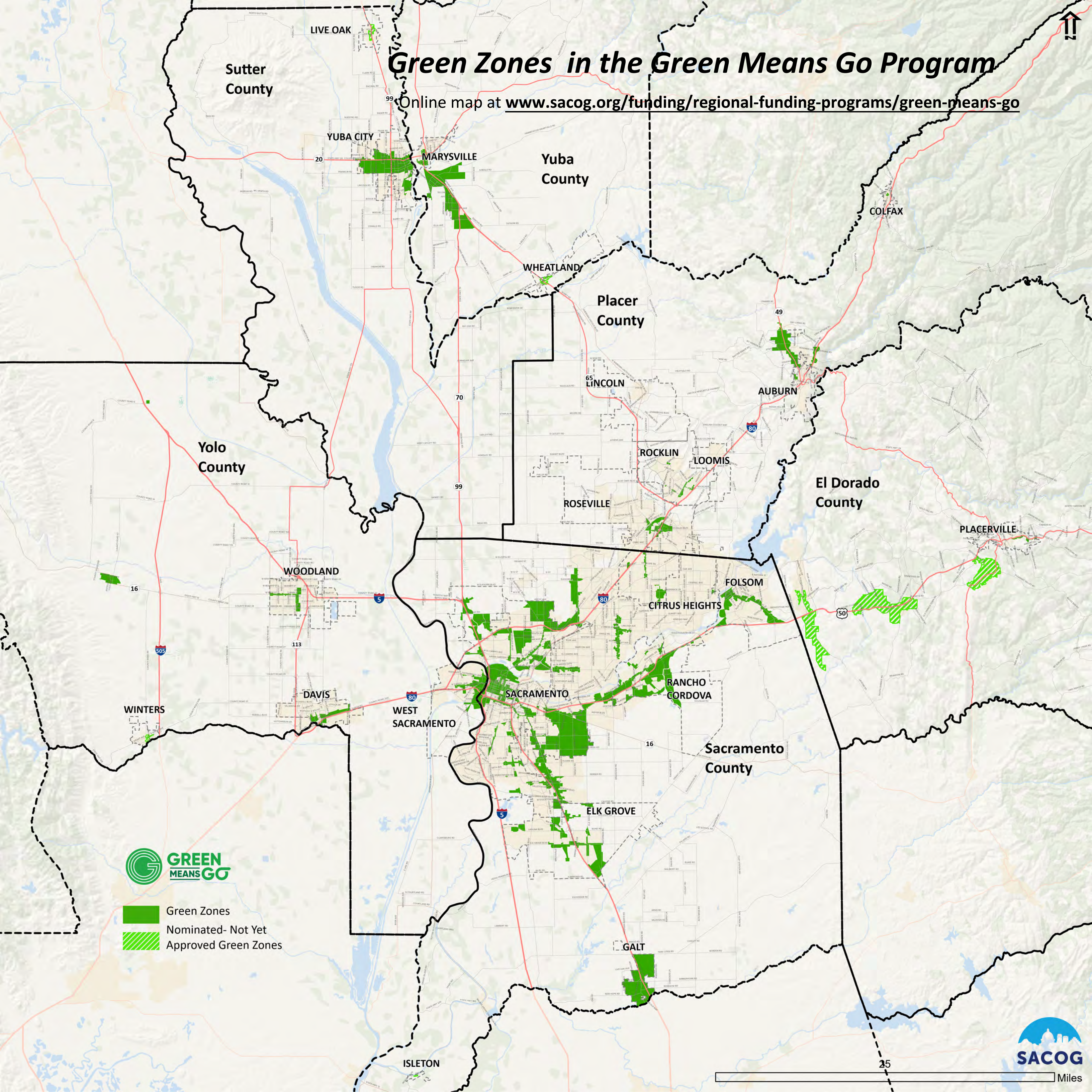
Disadvantaged Communities Measures

- 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**



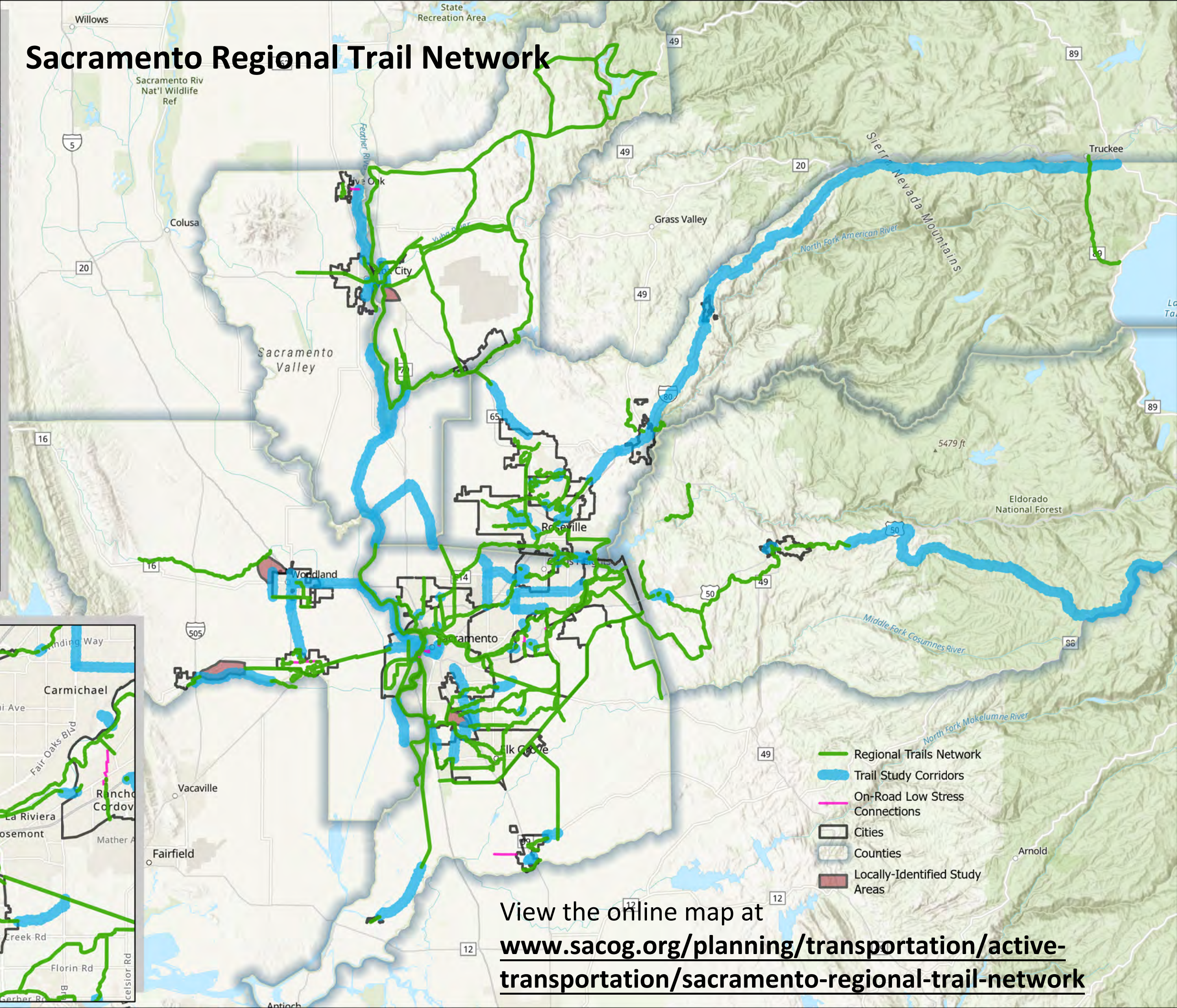
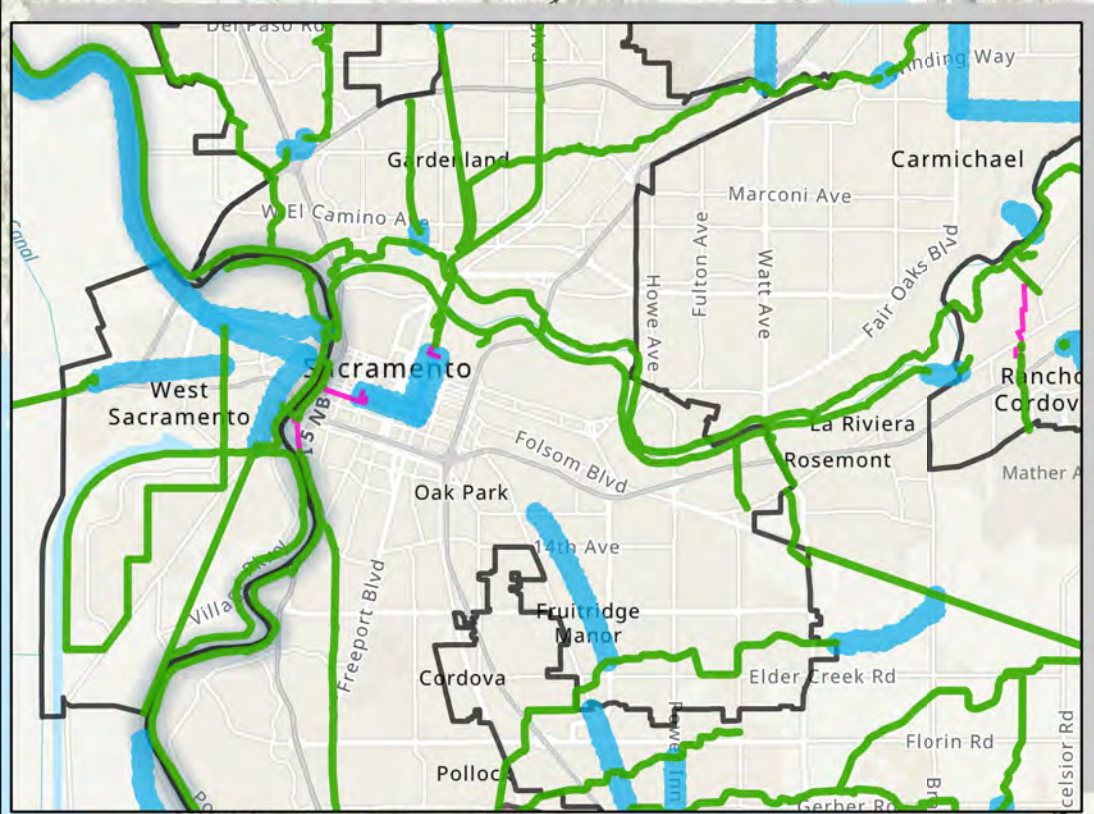
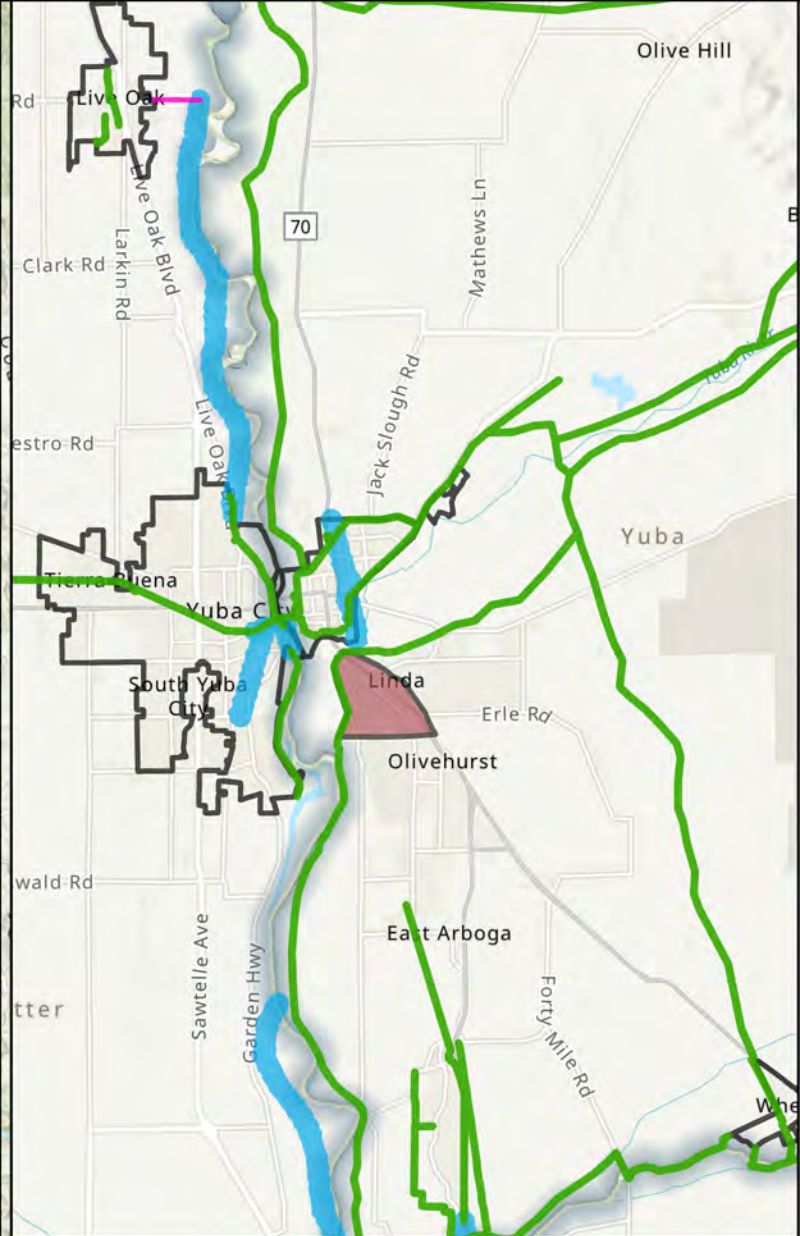
Green Zones in the Green Means Go Program

Online map at www.sacog.org/funding/regional-funding-programs/green-means-go



- Green Zones
- Nominated- Not Yet Approved Green Zones

Sacramento Regional Trail Network



- Regional Trails Network
- Trail Study Corridors
- On-Road Low Stress Connections
- Cities
- Counties
- Locally-Identified Study Areas

View the online map at www.sacog.org/planning/transportation/active-transportation/sacramento-regional-trail-network



June 14, 2024

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 2025 Active Transportation Program

The San Diego Association of Governments (SANDAG) is pleased to submit its proposed 2025 Regional ATP Call for Projects for consideration at the upcoming California Transportation Commission (CTC) meeting, which is scheduled for June 27-28, 2024.

The SANDAG 2025 Regional ATP Call for Projects was approved by the SANDAG Board of Directors on May 24, 2024. SANDAG respectfully submits the below-proposed areas that differ from the 2024 Guidelines for CTC consideration. Other aspects of the SANDAG call for projects remains consistent with the 2024 Guidelines.

- **Definition of Disadvantaged Community:** A regional definition of a disadvantaged community has been included that was developed as part of the SANDAG 2021 Regional Plan per the obligations with Title VI of the Federal Civil Rights Act of 1964. The disadvantaged community definition included in the Plan was developed following a robust public outreach process that included the input of many community stakeholders. This definition is used for the region's broader planning purposes, not just ATP funding, which is consistent with the 2025 ATP Guidelines.
- **Project criteria/weighting:** The SANDAG regional Call for Projects includes different project selection criteria and weighting than those in the 2025 ATP Guidelines. The regional guidelines include additional criteria that are based on previously adopted regional priorities.

Please contact me at (619) 699-7314 or jenny.russo@sandag.org for additional information or clarification. SANDAG appreciates CTC's consideration of the proposed SANDAG 2025 Regional ATP Call for Projects at the upcoming June CTC meeting.

Sincerely,

A handwritten signature in blue ink that reads "Jenny Russo".

JENNY RUSSO
Grants Program Manager

Active Transportation Program Cycle 7 Call for Projects

Overview

The Active Transportation Program (ATP) is a biennial grant program provided by the California Transportation Commission (CTC) to distribute funding for active transportation projects that increase biking, walking, and safe routes to schools. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization (MPO) of each region.

Key Considerations

Active Transportation Program Funding Distribution and Available Funding

State and federal law separate the ATP into multiple, overlapping components. Approximately \$568 million has been budgeted for this competitive cycle, the 2025 ATP over four years, beginning with FY 2025-2026. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Component:** 10% of ATP funds (\$56.8 million in total, or approximately \$14.2 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 (\$284.3 million, or approximately \$71 million per year) are distributed to projects competitively awarded by the CTC on a statewide basis. The CTC opened the statewide call for projects on March 21, 2024, and applications are due on June 17, 2024.
3. **Regional Component:** 40% of ATP funds (\$227.4 million, or approximately \$56.8 million per year) are distributed to 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 approximately \$20.6 million total, or approximately \$5 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 Transportation Committee recommends that the Board of Directors adopt Resolution No. 2024-19, certifying the submission of the proposed 2025 San Diego Regional Active Transportation Program call for projects to the California Transportation Commission for use in the 2025 San Diego Regional Active Transportation Program competition.

Fiscal Impact:

Pending the results of the regional competition, approximately \$20.6 million in state and federal funding will be provided to active transportation projects in the San Diego region.

Schedule/Scope Impact:

Funding would be available for projects between 2026 and 2029.

Regional Competition Guidance and Selection Criteria

The CTC adopted the [2025 ATP Guidelines](#) and [Fund Estimate](#) on March 21, 2024. Changes made to the guidelines from the prior cycle include a requirement that at least 40% of the federal funding must benefit communities identified as disadvantaged by the Biden Administration's [Justice40 Initiative](#), and a new application submission portal.

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. To develop the 2025 ATP call for projects, staff utilized the most recent SANDAG Regional ATP call for projects as a base and incorporated changes made to the 2025 ATP Guidelines by the CTC. Staff also made changes to the selection process as a result of input received from the Transportation Committee at its [July 21, 2023 meeting \(Item No. 9\)](#).

Staff then sought input from the Sustainable Communities Working Group and Mobility Working Group at its February and March 2024 meetings, as well as the Transportation Committee at its March 15, 2024, meeting, which collectively recommended the following additional changes be made:

- Increase the weight of Demand Analysis
- Decrease the weight of Matching Funds
- Evaluate the safety and quality of the project separately
- Remove the innovation category
- Allow projects not located in a disadvantaged community but that provide benefits or greater access to a disadvantaged community to receive points.
- Provide points for projects that are a collaborative effort with multiple public agencies
- Prevent a single applicant from being awarded the majority of the funding for submitting multiple applications

In addition to the recommended changes, staff also made changes to the evaluation criteria to incorporate the agency's efforts in its Regional [Vision Zero Action Plan](#), including an emphasis on projects on the region's Safety Focus Network and Systemic Safety Factors network. A summary of the changes from the 2021 call for projects are outlined in Attachment 1. The proposed 2025 ATP call for projects, including the scoring criteria and weighting, is included as Attachment 2.

At its May 17, 2024, meeting, the Transportation Committee was asked to review the revised project selection criteria and weighting, definition of a disadvantaged community, and other updates made to the call for projects and the members did not have any additional feedback for staff. The CTC requires the Board of Directors to certify by resolution (Attachment 3) that the 2025 ATP call for projects is consistent with the ATP Guidelines established by the CTC, and SANDAG staff has confirmed with CTC staff that the proposed 2025 ATP call for projects (Attachment 2) is consistent with the ATP Guidelines.

Next Steps

Staff will submit the 2025 ATP call for projects to the CTC, and the CTC is scheduled to consider the adoption of the call for projects at its June 2024 meeting. If approved, SANDAG will release the Cycle 7 regional call for projects, and applications will be due in September 2024. The funding recommendations would be brought to the Transportation Committee and Board of Directors in March 2025.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

- Attachments:
1. 2025 ATP Call for Projects Summary of Changes
 2. Proposed 2025 Active Transportation Program Call for Projects
 3. Resolution No. 2024-19: 2025 Active Transportation Program Call for Projects for the San Diego Regional Competition

2025 ATP Call for Projects Summary of Changes

General Changes

- Added or relocated definitions for 21 terms used throughout the call for projects.
- Updated the definition of a disadvantaged community to include the Justice40 Initiative categories and the 2021 Regional Plan criteria.
- Added that at least 40% of the federal funds must benefit communities identified as disadvantaged in the CEJST or ETC Explorer tools, as required by the CTC Guidelines.
- Updated the application and submittal process to be consistent with changes requested by the Transportation Committee at its [July 21, 2023 meeting \(Item 9\)](#).
- Changed the Funding Recommendations and Geographic Funding Distribution section to award the application with the highest Total Application Score for each applicant, in descending Total Application Score order (from the highest to lowest), until funding is exhausted. If funding remains, additional applications will be recommended to receive funding in descending Total Application Score order until funding is exhausted. This change was deemed acceptable by CTC staff to address the Transportation Committee's request to prevent a single applicant from being awarded the majority of the funding for submitting multiple applications.
- Updated the Disadvantaged Community Adjustment to include the CTC requirement that at least 40% of the federal funds must benefit communities identified as disadvantaged in the CEJST or ETC Explorer tools.

Evaluation Criteria Changes

- Removed population and employment figures from the GIS scoring due to a more accurate assessment being obtained by population density and employment density.
- Removed duplicative criteria that evaluated the same topic more than once across multiple criteria, and redistributed the eliminated category points to the other criteria. The duplicative categories included:
 - How well the project advances the ATP efforts to reduce greenhouse gas emissions.
 - How well the project enhances public health.
 - How well the project ensures that disadvantaged communities receive benefits from the project.
 - How well the project benefits many types of active transportation users.
- Updated the Safety criteria to incorporate the agency's efforts in its Regional [Vision Zero Action Plan](#), including an emphasis on projects on the region's Safety Focus Network and Systemic Safety Factors network.
- Removed Innovation to address the Transportation Committee's request.
- Updated the Project Readiness/Completion of Major Milestones category to align with the updated CTC application materials and awarded points based on the timelines for certain project milestones to be completed.
- Updated the Public Health criteria to award points based on the Healthy Places Index score. This allows the points to be distributed more objectively.
- Updated the Disadvantaged Communities criteria to award points in two ways, based on feedback received from the Working Groups and Transportation Committee:
 - Whether the project provides a direct benefit to a disadvantaged community.
 - Whether the project is located in a disadvantaged community.
- Reduced the amount of points available for matching funds to address feedback received from the Working Groups and Transportation Committee.



Regional Active Transportation Program (ATP)

2025 Call for Projects – Cycle 7

Program Websites

SANDAG

<https://www.sandag.org/funding/grant-programs/active-transportation/california-active-transportation-program>

CTC

<https://catc.ca.gov/programs/active-transportation-program>

Caltrans

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>

Program Contact

Jenny Russo
Grants Program Manager
(619) 699-7314
Jenny.Russo@sandag.org

Eligible Applicants

- Local, Regional, or State Agencies
- Caltrans
- Transit Agencies
- Natural Resources or Public Land Agencies.
- Public Schools or school districts.
- Tribal Governments
- Private nonprofit tax-exempt organizations that are responsible for the management of public lands

Overview

Program Description

The Regional Active Transportation Program (ATP) funds projects that encourage increased use of active modes of transportation such as biking and walking, increase safety and mobility for non-motorized vehicles, and advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals.

Funding Source

State and federal funds from the California Transportation Commission

Fiscal Years of Funding: 2026-2029

Amount of Funding Available: \$20,689,000

Funding Requirements

Minimum Grant Award

\$250,000 minimum per project (except for non-infrastructure projects, safe routes to school, recreational trail projects, plans, and quick-build projects)

Match Requirement

A match is not required; however, points are awarded based on evidence of matching funds

Timeline

Activity	Date
Release of the Call for Projects	7/8/2024
Call for Projects Question Deadline (by 5 p.m.)	8/23/2024
Deadline to request application assistance	8/23/2024
Responses to all questions released in BidNet	9/6/2024
Application Deadline (by 5 p.m.)	9/13/2024
CTC staff recommendations for Statewide and Quick-Build Pilot Program posted	11/1/2024
CTC adopts Statewide and Quick-Build Pilot Programs funding recommendations	12/5-12/6/2024
SANDAG Transportation Committee Meeting (proposed funding recommendations)	3/21/2025
SANDAG Board of Directors Meeting (proposed funding recommendations)	3/28/2025
CTC considers adoption of MPO-selected projects	June 2025



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sandag.org/LanguageAssistance | (619) 699-1900

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I. Glossary of Key Terms

Active Transportation Program (ATP) is a competitive funding program to encourage increased use of active modes of transportation, such as walking and biking.

Applicant is an organization that is considering or has submitted an application in response to a Call for Projects.

Application Deadline is the date and time when applications must be submitted to the CTC's ATP Application Portal in order to be considered. Applications submitted after the Application Deadline will not be considered. The Application Deadline is located on the first page of this CFP.

ATP Guidelines is the CTC document that describes the policies, standards, statewide evaluation 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.

Average Qualitative Score is the sum of all evaluator scores for an application divided by the number of evaluators. The score is added to the application's Quantitative scores to produce the Total Application Score.

California Communities Environmental Health Screening Tool (CalEnviroScreen) is a mapping tool that ranks census tracts in the state based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and the prevalence of certain health conditions. The most recent version of the tool is available at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

California Department of Transportation (Caltrans) is the state agency responsible for administering ATP projects. Applicants selected to receive ATP funds will enter into a grant agreement with Caltrans to receive their ATP funding and will follow Caltrans policies and procedures during the implementation of their project.

California Healthy Places Index (HPI) is an interactive tool that combines 25 community characteristics, like access to healthcare, housing, and education, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool is available here: <https://map.healthyplacesindex.org>

California State Transportation Agency (CalSTA) is one of the executive agencies of the state government that is responsible for transportation-related departments within the state, including the California Highway Patrol, CTC, Caltrans, and others.

California Transportation Commission (CTC) is the state agency responsible for programming and allocating the ATP funds.

Climate Action Plan (CAP) is a comprehensive policy document that outlines the actions a local jurisdiction is taking or will take to reduce community-wide greenhouse gas (GHG) emissions.

Climate Action Plan for Transportation Infrastructure (CAPTI) is the plan adopted by CalSTA that describes how the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals. More information is available here: <https://calsta.ca.gov/subject-areas/climate-action-plan>.

Climate and Economic Justice Screening Tool (CEJST) is an interactive mapping tool that can be used to identify Census tracts that are overburdened and underserved to target Justice40 investment benefits. The tool is available at <https://screeningtool.geoplatform.gov/>.

CTC ATP Application Portal is the web-based portal where applicants will submit their applications for consideration. The portal is available here: <https://catc.submittable.com/submit>.

Disadvantaged Community means the community served by the project must meet at least one of the following criteria:

- An area with a median household income 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. 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 on the [United States Census Bureau Website](https://www.census.gov). The median household income of the project area must be less than \$73,524 for this cycle of the ATP.
- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on CalEnviroScreen 4.0 scores. The score must be greater than or equal to 40.05 for this cycle of the ATP. The EPA's list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- 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 also be located within two miles of the school(s) for this criteria to be used.
- A census tract in the 25th or lower percentile in the California Healthy Places Index. The index is available here: <https://map.healthyplacesindex.org/>.
- A census tract identified as disadvantaged in at least one of the [CEJST](#)'s ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts).
- A census tract identified as among the most disadvantaged 25% in the State according to the ETC Explorer State Results. The final index score must be greater than or equal to 3.43447. The map can be found [here](#).
- Projects located within Federally Recognized Tribal Lands and projects submitted by tribal governments (Federally Recognized Native American Tribes)

- An area identified in [Appendix H of San Diego Forward: The 2021 Regional Plan](#) as a disadvantaged community. The Regional Plan defines disadvantaged communities as minority, low-income, and senior populations.
 - The Census defines “minority” as a person who is 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 household income levels below 200 percent of the 2016 Federal Poverty Rate.
 - Senior populations include anyone 75 years old and older.

Equitable Transportation Community (ETC) Explorer is an interactive web application developed by the US DOT that uses 2020 census tracts and data to explore the cumulative burden communities experience as a result of underinvestment in transportation in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The tool complements the CEJST tool and can be used to understand how communities are experiencing burdens that transportation investments can mitigate or reverse. The tool is available at <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>.

Federal Highway Administration (FHWA) is an agency within the US Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s highway system and various federally and tribal-owned lands. FHWA’s mission is to deliver a world-class system that advances safe, efficient, equitable, and sustainable mobility choices for all while strengthening the Nation’s economy.

Grant term is the period of time in which expenses for project-related activities can be incurred to be eligible for reimbursement.

Grantee is an organization that has been awarded ATP funding by the CTC and entered into a grant agreement with Caltrans.

Greenhouse Gas Emissions (GHG) are the release of water vapor, ozone, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, chlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride that influence global climate change.

Infrastructure (I) project is a capital project 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.

Infrastructure project with non-infrastructure component is a capital project with an education or encouragement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.

Justice40 is an initiative created by the Biden-Harris Administration to confront and address decades of underinvestment in disadvantaged communities by bringing resources to communities most impacted by climate change, pollution, and environmental hazards.

Justice40 aims to have at least 40% of federal investments benefit disadvantaged communities.

Large project is a project with a total cost of greater than \$10 million.

Match percentage is calculated by dividing the total matching funds by the sum of the matching funds and the grant award.

Matching funds is the amount of funding other than the grant award that goes towards the total project cost. It is often represented as a percentage of the total project cost.

Medium project is a project with a total cost of more than \$3.5 million and less than or equal to \$10 million.

National Association of City Transportation Officials (NACTO) is an association of approximately 100 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

National Highway Traffic Safety Administration (NHTSA) is an agency within the US Department of Transportation whose mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.

National School Lunch Program is a federally-assisted meal program operating in public and nonprofit private schools and residential childcare institutions that provides nutritionally balanced, low-cost, or free lunches to children each school day.

Non-infrastructure (NI) project is a type of project with education and encouragement programs that further the goals of the ATP. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.

Plan project is a type of project that will develop a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a Disadvantaged Community.

Qualitative Criteria are subjective criteria in which discretion is needed to provide a score. Often, qualitative criteria seek to evaluate how well an Applicant responded to an application question or how well the proposed project will achieve a stated goal. These criteria are subjective in nature, and scores are determined at the discretion of the evaluator.

Quantitative Criteria are objective criteria for which a formula or conditional statement is used to provide a score. Often, quantitative criteria seek to evaluate a project-related data point or metric against a range or scale and assign a point value based on where the data point or metric falls within the range or scale. Other quantitative criteria assign a point value based on responses to a conditional statement, such as a yes/no question or the presence or absence of a condition.

Quick-Build project is an interim capital infrastructure project that furthers the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials that last from one year to five years.

Recreational Trail project is a type of project that benefits motorized and nonmotorized recreation, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Recreational Trails Program is a funding program administered by the FHWA to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Safe Routes to School (SRTS) is a movement to promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives. Funding for SRTS projects in California is provided through the ATP.

Safe Routes to School project is a type of project that directly increases safety and convenience for public school students to walk and/or bike to school.

- Infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project.
- For non-infrastructure projects, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

Safety Focus Network is a portion of the transportation network that has high concentrations of fatal and serious injury crashes. SANDAG has developed this regional network as part of its safety program. A map detailing the Safety Focus Network locations is available [here](#).

Small project is a project with a total cost of \$3.5 million or less.

Systemic Safety Network is a proactive, risk-based, network screening that identifies facilities that have several features that have strong correlations with severe crashes. SANDAG has developed this regional network as part of its safety program. A map detailing the Systemic Safety Network locations is available [here](#).

Total Application Score is the sum of an application's Average Qualitative Score and the application's Quantitative scores. The score is used to determine the order in which projects are recommended to receive funding through this CFP.

United States Department of Transportation (US DOT) is one of the executive departments of the federal government whose mission is to deliver the world's leading transportation system through the safe, efficient, sustainable, and equitable movement of people and goods. The US DOT has 11 operating administrations, including the Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and National Highway Traffic Safety Administration, among others.

II. List of Resources

Below is a list of resources referenced in this CFP and a description of how to use these resources.

Resource/Links	What to do?
ATP Application Portal (Submittable)	Use this online application portal, hosted by the CTC, to access the ATP application templates and related forms and submit your application for consideration.
BidNet	Access the Call for Project materials, submit and receive responses to questions, and receive any updates to the Call for Projects.
Caltrans ATP Cycle 7 webpage	Review the resources and relevant information including the dates for the statewide and regional components, the ATP application templates and attachments, application instructions, statewide scoring rubrics, and other guidance and resources.
Caltrans Local Assistance Procedures Manual (LAPM) and Caltrans Local Assistance Program Guidelines (Chapter 25)	Review these two documents to understand the various procedures required to implement ATP projects.
CTC Active Transportation Program website	Review the CTC resources and relevant information on the ATP, including the ATP Guidelines, scoring rubrics, workshops, and historical records relating to past cycles of the ATP.
CTC Adopted ATP Guidelines	Learn about the policies and procedures that govern the ATP.
SANDAG ATP Webpage	Learn about the ATP program, including program requirements, past grant awards, and resources.
SANDAG Grants Webpage	Explore SANDAG's grant programs, review grant project progress reports, access documents applicable across all grant programs, such as the Grant Program Protest Procedures, and learn how to register your organization in BidNet.
SANDAG Traffic Safety Dashboard	Interactive site with crash data from the Statewide Integrated Traffic Records System, National Transit Database, and Federal Rail Administration.

III. Background

A. About SANDAG

The San Diego Association of Governments (SANDAG) is the primary public planning, transportation, and research agency for the San Diego region, which consists of the 18 cities and County of San Diego. SANDAG serves as the public forum for regional policy decisions about growth, transportation, environmental management, housing, open space, energy, public safety, and binational collaboration.

SANDAG's vision is to pursue a brighter future for all people living, working, or recreating in the San Diego region. To this end, SANDAG plans and implements projects that seek to use land more wisely, build a more efficient and accessible transportation system, protect the environment, improve public health, promote a strong regional economy, better manage access to energy, incorporate equity into the planning process, address pressing needs on tribal lands, and support a vibrant international border.

SANDAG receives local, state, and federal funds to implement regional policies, programs, and projects that advance its vision. SANDAG passes through a portion of the funding it receives through several [competitive grant programs](#). These grant programs provide local, state, and federal funding to local jurisdictions, nonprofits, and other partners to accomplish regional goals at the local level. Grants awarded range from infrastructure projects to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each individual grant program maintains a particular focus, all work together to enhance our region's quality of life.

B. Regional Active Transportation Program

1. Overview

The Active Transportation Program (ATP) was created in 2013 to encourage the increased use of active modes of transportation such as biking and walking. In 2017, state legislation added an additional \$100 million per year in funding to the Program, which is administered jointly by the California Transportation Commission (CTC) and the 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% 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 that has a population of greater than 200,000 people (e.g., San Diego) are not eligible for funding in the Small Urban/ Rural Competition.
2. **Statewide Competition** – 50% of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.
3. **Regional Competition** – 40% of ATP funds are distributed to MPOs in urban areas with populations greater than 200,000. These funds are distributed based on the

total MPO population. The projects allocated funding 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.

A minimum of 25% of the funds distributed by each of the three competitions must benefit Disadvantaged Communities. Additionally, at least 40% of the federal funds must benefit communities identified as disadvantaged in the CEJST or ETC Explorer tools.

2. Goals of the ATP

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for non-motorized users.
- Advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including the reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School funding.
- Ensure that Disadvantaged Communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in the statutes, the ATP will also consider state goals and provisions set forth in CAPTI.

IV. Eligibility

A. Eligible Applicants

The following entities within the State of California are eligible to apply for ATP funds:

- **Local, Regional, or State Agencies.** Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- **Caltrans***
 - Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
 - Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies.** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

- **Natural Resources or Public Land Agencies.** A Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management agencies
 - U.S. Forest Service
- **Public Schools or school districts.**
- **Tribal Governments.** federally recognized Native American Tribes
 - Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.
- **Private nonprofit tax-exempt organizations** that are responsible for the management of public lands may only apply if they have projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

B. Eligible Project Types

- Infrastructure projects
- Plan projects
- Non-infrastructure projects
- Infrastructure projects with non-infrastructure components
- Quick-Build projects

C. Other Project Eligibility Requirements

All projects must meet the following eligibility requirements:

- Be consistent with the [2021 Regional Transportation Plan/Sustainable Community Strategy](#)
- 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.
- With the exceptions outlined in the CTC ATP Guidelines and applicants using the large infrastructure application, applicants for pre-construction phases must also apply for funding in the construction phase.
- Projects that are a capital improvement required as a condition for private development approval or permits are not eligible for ATP funding.

V. Funding

A. Available Funding

\$20,689,000 is available through this CFP. SANDAG reserves the right to partially fund applications. See the section entitled “Partial Awards”.

B. Minimum Grant Awards

The minimum grant awards per project type are included in the table below.

Project Type	Minimum Award
Infrastructure	\$250,000
Non-Infrastructure	No minimum established
Plan	No minimum established

C. Matching Funds Requirement

There are no matching funds required; however, points will be awarded based on evidence of matching funds.

VI. Application and Submittal Process

A. Application Materials

Applications must be submitted using the CTC’s [ATP Application Portal](#). Depending on the project type and size, different applications are available. The applicant is responsible for completing the application appropriate for their project. Applicants with infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount.

Applicants can download a Word version of each application template from the [CTC ATP webpage](#). This can assist applicants in preparing their applications before entering the final responses in the CTC ATP Application Portal.

Applicants will submit their completed application through the CTC’s ATP Application Portal by the Application Deadline. An incomplete application may be considered nonresponsive. For an application to be considered complete, it must include all the materials described in the Application and be submitted through the CTC’s ATP Application Portal prior to the Application Deadline.

SANDAG reserves the right to cancel or revise, for any or no reason, in part or in its entirety, this CFP. If SANDAG revises and/or cancels the CFP prior to the Application Deadline, Applicants who have downloaded the Call for Projects materials in BidNet will be notified by email.

1. Applications Submitted through Statewide Competition

Project applications submitted for the statewide competition will automatically be considered for the regional competition. Applicants do not need to submit another copy of their application to SANDAG if they have already provided one as part of the statewide competition.

As part of the Regional Call for Projects, applicants may revise their statewide application, including adding or removing scope or providing a scalability plan. If an Applicant makes any changes to an application submitted through the statewide competition, the statewide application will become invalid, and only the regional application will be considered in this regional CFP.

2. Applications Submitted for Regional Competition

Applicants can submit projects solely for consideration in the Regional Competition. To apply for the regional competition, applicants must complete and submit an application utilizing the CTC's [ATP Application Portal](#).

B. ATP Application Portal Workshop, Questions, and Application Assistance

1. ATP Application Portal Workshop

The CTC hosted a workshop for the CTC's ATP Application Portal on March 27, 2024, to provide an overview of the CTC's ATP Application Portal and the application process and to address any questions. The presentation, workshop recording, and frequently asked questions are available on the [CTC ATP webpage](#).

2. Call for Projects Questions

Potential Applicants may submit questions through the SANDAG web-based vendor portal BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Questions submitted after the Question Deadline or outside of BidNet will not be answered.

See the Timeline for the deadline to submit questions.

3. Application Assistance

Potential Applicants may request a meeting with SANDAG Grants staff to obtain assistance with an ATP application including discussion of a possible ATP project or assistance with utilizing BidNet. See the Timeline for the deadline to request a meeting.

C. Submittal Process

Applicants shall submit application documents via the [CTC's ATP Application Portal](#). Applications submitted anywhere other than the CTC's ATP Application Portal will not be accepted and may be considered nonresponsive.

Applicants are responsible for fully completing their entire application before the stated deadline. It is the Applicant's sole responsibility to contact the CTC's ATP Application Portal provider, Submittable, to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating an account password, updating profiles, uploading/downloading documents, and submitting an electronic application, prior to the submission deadline. Submittable is available Monday through Friday from 8 a.m. to 4 p.m. Pacific Time at <https://www.submittable.com/help/submitter/>.

VII. Application Evaluation Process

A. Eligibility Screening

Following the application submittal period, SANDAG staff will perform an eligibility screening of all submitted applications. An eligibility screening involves verifying that an Applicant and their proposed project meet the eligibility requirements included in this CFP. During the eligibility screening process, SANDAG reserves the right to request additional information and/or clarification from any or all Applicants but is not required to do so. Projects that pass the eligibility screening will be scored (see Project Scoring).

Any Applicants who have been deemed ineligible or whose projects have been deemed ineligible during the eligibility screening will be notified in writing at the time the determination is made. Applicants may protest the eligibility determination pursuant to the protest procedures (see Protest Procedures).

This CFP does not commit SANDAG to award a contract, defray any costs incurred in the preparation of an application pursuant to this CFP, or procure or contract for work. SANDAG may reject applications without providing the reason(s) underlying the rejection. Failure by Caltrans or the CTC to award a funding agreement to Applicants will not result in a cause of action against SANDAG.

B. Scoring and Awarding of Funds

Eligible projects will be scored using the Qualitative and Quantitative criteria approved by the SANDAG Board of Directors and included in this CFP. There are two sets of scoring criteria: infrastructure and non-infrastructure. The type of application used will dictate which of the scoring criteria are used by the Evaluation Committee:

- Infrastructure Scoring Criteria
 - Large, Medium, or Small Infrastructure Applications
 - Quick Build Applications
- Non-Infrastructure Scoring Criteria
 - Non-Infrastructure Applications
- Plan Scoring Criteria
 - Plan Applications

1. Qualitative Scoring

An external evaluation panel will provide the Qualitative criteria scores for eligible applications. The evaluation panel will typically consist of at least three but no more than five members of the public who:

- Are familiar with the San Diego region and the ATP goals and objectives,
- Have expertise in bicycling and pedestrian transportation, Safe Routes to Schools, and projects benefiting Disadvantaged Communities
- Do not have a prohibited conflict with any of the Applicants or proposed projects that would preclude a fair evaluation, and
- Agree to keep confidential information related to this Call for Projects protected from disclosure.

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 conflict of interest.

2. Quantitative Scoring

SANDAG Grants and Data Science staff will provide the Quantitative criteria scores for each project. Points associated with Quantitative criteria undergo a quality assurance/quality control (QA/QC) review to ensure that data used in the Quantitative scoring process are accurate and points are awarded appropriately.

3. Calculation of Total Application Scores

An application's Average Qualitative Score will be calculated by summing all evaluator scores for that application and dividing by the number of evaluators. The application's Average Qualitative Score will then be added to the Quantitative scores, producing the Total Application Score.

4. Tiebreakers

In the event that two or more projects receive the same Total Application Score, the following methodology in descending order will be used as the tiebreaker:

- Infrastructure projects will be prioritized above Non-infrastructure or Plan projects.
- Infrastructure projects that have completed environmental clearance will be prioritized above other Infrastructure projects that have not completed environmental clearance.

If there still remains a tie, the score of each application for the following criterion in descending order will be used as the tiebreaker:

- Highest score on the following question:
 - Infrastructure projects: Criteria #5 - Project Readiness/Completion of Major Milestones
 - Non-infrastructure projects: Criteria #3 – Methodology
 - Plan projects: : Criteria #4 – Methodology
- Highest score on the following question:
 - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
 - Non-infrastructure projects: Criteria #1 - Alignment with ATP Goals
 - Plan projects: Criteria #2 - Alignment with ATP Goals

5. Minimum Total Application Score

To ensure grant funds support quality projects, a project must receive a Total Application Score that is equal to or exceeds 60 points to be eligible for funding.

6. Funding Recommendations and Geographic Funding Distribution

Following the scoring process outlined above, applications will be placed in descending Total Application Score order (from the highest to lowest). Projects will be recommended to receive funding based on this order and the following. As previously stated, partial awards may be recommended (see the section entitled “Partial Awards”).

- First, the application with the highest Total Application Score for each applicant will be recommended to receive funding, in descending Total Application Score order, until funding is exhausted.
- If funding remains, additional applications will be recommended to receive funding in descending Total Application Score order until funding is exhausted.

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 descending order based on the project’s Total Application Score. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the San Diego Regional ATP. This will ensure that all ATP funds allotted to the San Diego region are utilized. The contingency list is valid until the adoption of the next Statewide ATP cycle (the 2027 ATP).

7. Partial Awards

Given the competitive nature of this grant program and the finite amount of funds available through this CFP, Applicants may receive partial awards. Applicants whose projects are recommended for partial award will be asked if they would like to accept

the partial funding award with the condition that the entire project, as proposed in the Application, must be completed. Applicants will be required to contribute Matching Funds to “make the project whole.”

If an Applicant cannot provide the necessary Matching Funds and declines the partial funding award, the award will be offered to the project with the next highest Total Application Score. (See the section entitled “Application Evaluation Process”.) If no Applicant accepts the funding, it will be returned to the CTC.

8. Disadvantaged Communities and Justice 40 Adjustments

The funding recommendations will be reviewed to ensure that 25% of the available funds will be dedicated to projects and programs that benefit Disadvantaged Communities as identified in the CTC Guidelines and that at least 40% of the federal funding will benefit communities identified as disadvantaged in the CEJST or ETC Explorer tools.

9. Approval of the Funding Recommendations and Contingency List

Funding recommendations will be presented to the relevant policy advisory committee for recommendation to the Board of Directors. The Board of Directors will then be asked to approve the proposed funding recommendations. The funding recommendations and contingency project list will be provided to the CTC for consideration.

SANDAG will provide Applicants with a Notice of Intent to Award in advance of the publication of the meeting agenda in which the funding recommendations will be presented. See the Timeline for the Notice of Intent to Award date.

C. Protests

SANDAG Grant Program protest procedures may be obtained online at <https://www.sandag.org/funding/grant-programs>.

D. Grant Agreement

If awarded funds by the CTC, an Applicant will enter into a grant agreement with Caltrans for the approved project scope of services and become a Caltrans Grantee.

VIII. Infrastructure Scoring Criteria and Rubric

Infrastructure projects will be scored based on the applicant responses to the Infrastructure Scoring Criteria, below. The Infrastructure Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG’s Department of Data Science or Grants staff) are marked with an asterisk (*). References to the statewide application where information may be found to assign a score are shown in *pink italicized* text in the Scoring Rubric.

A. Infrastructure Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.*	DEMAND ANALYSIS	
	Factors contributing to the score: population and employment densities, intersection density, vehicle ownership, and activity centers.	20
2.	PROJECT CONNECTIONS	
A.*	Regional Bicycle Network: Will the project build or connect to the existing or planned Regional Bike Network?	8
B.*	Existing or Programmed Transit: Does the project include bike or pedestrian improvements that serve a local transit stop or regional transit station?	12
C.	Connection in Local Bicycle Network: How well will the project close a gap between existing local bicycle facilities?	10
D.	Existing Pedestrian Network: How well will the project close a gap in the existing pedestrian network?	10
3.	SAFETY AND QUALITY OF PROJECT	
A.	<p>Safety and Access Improvements: Is the project:</p> <ul style="list-style-type: none"> Is the project on or near the Safety Focus Network (SFN) or Systemic Safety Network (SSN)? (10 points)* Does the project create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians? (6 points) Does the project create a new or safer crossing for bicyclists and/or pedestrians near rail or highway facilities? (6 points) 	22
B.	<p>Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures and Multi-Agency Collaboration</p> <ul style="list-style-type: none"> How well will the proposed improvements and incorporated Proven Safety Countermeasures address the identified need for bicyclists, pedestrians, and traffic calming? (24 points) Is the project a multi-agency collaborative effort with multiple public agencies involved? (6 points)* 	30

C.	Alignment with ATP Goals: How well does the project align with the ATP goals? <ul style="list-style-type: none"> • Increase the proportion of trips accomplished by biking and walking. (6 points) • Increase the safety and mobility of non-motorized users of all ages and abilities. (6 points) 	12
4.	SUPPORTIVE POLICIES AND PROGRAMS	
	Are the improvements complemented by supportive programs and policies such as an awareness campaign, education efforts, increased encouragement, and/or bicycle parking?	6
5.*	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES	
	Project development milestones that are completed on or before the Application Deadline. <ul style="list-style-type: none"> • Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points) • Environmental clearance (CEQA and NEPA) or evidence that environmental clearance is not required. (4 points) • Completed right-of-way acquisition and all necessary entitlements or evidence that right-of-way acquisition is not required. (4 points) • Progress toward the project being ready to ready to bid for construction (10 points) 	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?	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?	6
8.	BENEFIT TO DISADVANTAGED COMMUNITY	
A.	Direct Benefit: Does the project provide a direct benefit to a Disadvantaged Community?	8
B.*	Project Location: Is the project located within a Disadvantaged Community?	2
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.	4
10.*	COST EFFECTIVENESS	
	Project grant request, divided by the score in criteria 1 through 9, ranked relative to each other.	10
	Total	200

B. Infrastructure Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Demand Analysis

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the five 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 Grants staff, who will calculate the points awarded for this criterion.

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). **Up to 20 points possible**

Infrastructure Application (all size projects): Part A2
Quick Build Application: Part A2

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

2. Project Connections

A. Regional Bicycle Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criteria using the [Adopted Regional Bike Network](#) laid out in [the 2021 Regional Plan](#). **Up to 8 points possible**

Infrastructure Application (all size projects): Part A2
Quick Build Application: Part A2

Applicant Response	Points
The proposed project constructs part of the existing or planned Regional Bike Network.	8 points
The proposed project connects to part of the existing or planned Regional Bike Network.	6 points
The proposed project neither constructs nor connects to the existing or planned Regional Bike Network.	0 points

B. Existing or Programmed Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on the proposed project's proximity to existing or programmed transit facilities included in the [2035 Transit Priority Areas identified in the SANDAG 2021 Regional Plan](#).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. A local transit stop is defined as any stop served by MTS bus routes or NCTD BREEZE services. A list of MTS transit services and stations is available here: <https://www.sdmts.com/transit-services>. A list of NCTD services and stations is available here: <https://gonctd.com/services/transit-centers/>. 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
Quick Build Application: Part A2

Applicant Response	Points
<i>Bicycle Improvements (Only one option can be chosen)</i>	
Bicycle improvement within 1.5 miles of a regional transit station	6 points
The project does not include bicycle improvements or is not within 1.5 miles of a regional transit station.	0 points

Pedestrian Improvement Near Local Transit Stop (Only one option can be chosen)

Pedestrian improvement within 0.25 miles of a local transit stop	2 points
Pedestrian improvement directly connects to a local transit stop	4 points
The project does not include pedestrian improvements or is not within 0.25 miles of a local transit stop.	0 points

Pedestrian Improvement Near Regional Transit Station (Only one option can be chosen)

Pedestrian improvement within 0.25 miles of a regional transit station	4 points
Pedestrian improvement directly connects to a regional transit station	6 points
The project does not include pedestrian improvements or is not within 0.25 miles of a regional transit station.	0 points

C. Completes Connection in Local Bicycle Network

Points will be awarded based on how well the project will close a gap between existing local bicycle facilities. 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. The applicant must demonstrate evidence of an existing gap. **Up to 10 points possible**

Infrastructure Application (all size projects): Part A4 and Part B Question 2
Quick Build Application: Part B

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates how it will close a gap between existing local bicycle facilities and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates how it will close a gap between existing local bicycle facilities and provides adequate documentation or evidence.	8 points
Mostly demonstrates how it will close a gap between existing local bicycle facilities and provides general documentation or evidence.	6 points
Partially demonstrates how it will close a gap between existing local bicycle facilities and provides incomplete documentation or evidence.	4 points
Minimally demonstrates how it will close a gap between existing local bicycle facilities and provides no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent.	0 points

D. Existing Pedestrian Network

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

Infrastructure Application (all size projects): Part A4 and Part B Question 2
Quick Build Application: Part B

Applicant Response	Points
Clearly and convincingly demonstrates how it will close a gap in the existing pedestrian network and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates how it will close a gap in the existing pedestrian network and provides adequate documentation or evidence.	8 points
Mostly demonstrates how it will close a gap in the existing pedestrian network and provides general documentation or evidence.	6 points
Partially demonstrates how it will close a gap in the existing pedestrian network and provides incomplete documentation or evidence.	4 points
Minimally demonstrates how it will close a gap in the existing pedestrian network and provides no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent.	0 points

3. Safety

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 the potential for increasing bicycle or pedestrian trips. Data can be obtained from the [SANDAG Traffic Safety Dashboard](#). Vehicle speed limit, locations on the Safety Focus Network (SFN) or Systemic Safety Network (SSN), and average daily traffic information will be considered in identifying the degree of hazard.

Some hazards may be so unsafe as to prohibit access, resulting in a lack of collision data. However, projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions and can utilize data from parallel routes within a quarter mile of the project location.

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.) **Up to 22 points possible**

*NOTE: SANDAG Grants staff will calculate the points awarded for the Access Improvements subcriteria below using the project map provided by the applicant. The total project length will be measured, and the portion of the project that is on the SFN or SSN will be used to allocate points.

Access Improvements Subcriteria:

Infrastructure Application (all size projects): Part A2

Quick Build Application: Part A2

All other Subcriteria:

Infrastructure Application (all size projects): Part B Question 3

Quick Build Application: Part B

Applicant Response	Points
Access Improvements*	
75-100% of the project extent is on the SFN or SSN.	10 points
50-74% of the project extent is on the SFN or SSN.	8 points
25-49% of the project extent is on the SFN or SSN.	6 points
0-24% of the project extent is on the SFN or SSN.	0 points
Improves safety near SFN or SSN	
The project creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians.	6 points
The project does not create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians.	0 points
Highway and Rail Crossings	
Creates a new or safer crossing for bicyclists and/or pedestrians near rail or highway facilities.	6 points
The project will not create a new or safer crossing near a rail or highway facility.	0 points

B. Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures

Points are available within three project categories: bicycle, pedestrian, and traffic calming measures. Projects that propose improvements in more than one category are eligible to earn more points. Projects must include elements that are proven to reduce serious or fatal injuries to be eligible to earn points. Applicants should review the

[FHWA's Proven Safety Countermeasures](#) and the NHTSA's [Countermeasures That Work](#) for examples and additional guidance. **Up to 30 points possible**

*NOTE: SANDAG Grants staff will calculate the points awarded for the Multi-Agency Collaboration subcriteria below.

All Subcriteria Below Except Multi-Agency Collaboration:

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

Infrastructure Application (small size projects): Part B Question 3

Quick Build Application: Part B

Multi-Agency Collaboration Subcriteria:

Infrastructure Application (all size projects): Part A1

Quick Build Application: Part A2

Applicant Response	Points
Proposed Bicycle Improvements	
The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for bicycle improvements in the project area.	8 points
The improvements include Proven Safety Countermeasures that will mostly address the identified need for bicycle improvements in the project area.	6 points
The improvements include Proven Safety Countermeasures that will partially address the identified need for bicycle improvements in the project area.	4 points
The improvements include Proven Safety Countermeasures that will minimally address the identified need for bicycle improvements in the project area.	2 points
The improvements will not address the identified need for bicycle improvements in the project area, the project does not include any Proven Safety Countermeasures, or the improvements will only benefit motorists.	0 points
Proposed Pedestrian Improvements	
The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for pedestrian improvements in the project area.	8 points
The improvements include Proven Safety Countermeasures that will mostly address the identified need for pedestrian improvements in the project area.	6 points
The improvements include Proven Safety Countermeasures that will partially address the identified need for pedestrian improvements in the project area.	4 points

The improvements include Proven Safety Countermeasures that will minimally address the identified need for pedestrian improvements in the project area.	2 points
The improvements will not address the identified need for pedestrian improvements in the project area, the project does not include any Proven Safety Countermeasures, or the improvements will only benefit motorists.	0 points
Proposed Traffic Calming Devices	
The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for traffic calming in the project area.	8 points
The improvements include Proven Safety Countermeasures that will mostly address the identified need for traffic calming in the project area.	6 points
The improvements include Proven Safety Countermeasures that will partially address the identified need for traffic calming in the project area.	4 points
The improvements include Proven Safety Countermeasures that will minimally address the identified need for traffic calming in the project area.	2 points
The improvements will not address the identified need for traffic calming in the project area, the project does not include any Proven Safety Countermeasures, or the improvements will only benefit motorists.	0 points
Multi-Agency Collaboration	
The project is a collaborative effort with multiple public agencies involved.	6 points
The project is not a collaborative effort among multiple public agencies.	0 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 12 points possible**

- How well will the proposed project increase the proportion of trips accomplished by biking and walking and advance efforts to reduce greenhouse gas emissions? **Up to 6 points possible**

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

Applicant Response	Points
The proposed project will significantly increase the proportion of trips accomplished by biking and walking.	6 points
The proposed project will moderately increase the proportion of trips accomplished by biking and walking.	4 points
The proposed project will minimally increase the proportion of trips accomplished by biking and walking.	2 points
The proposed project will not increase the proportion of trips accomplished by biking and walking.	0 points

- How well will the proposed project increase the safety and mobility of non-motorized users of all ages and abilities? Applicants should review NACTO's [Contextual Guidance for Selecting All Ages & Abilities Bikeways](#) and FHWA's [Small Town and Rural Multimodal Networks](#) for examples and additional guidance. **Up to 6 points possible**

Infrastructure Application (all size projects): Part B Question 3
Quick Build Application: Part B

Applicant Response	Points
The proposed project will significantly increase the safety and mobility of non-motorized users of all ages and abilities due to a substantial alignment of the proposed improvements with the safety hazards or collision data.	6 points
The proposed project will moderately increase the safety and mobility of non-motorized users of all ages and abilities due to a relative alignment of the proposed improvements with the safety hazards or collision data.	4 points
The proposed project will minimally increase the safety and mobility of non-motorized users of all ages and abilities due to a slight alignment of the proposed improvements with the safety hazards or collision data.	2 points
The proposed project will not increase the safety and mobility of non-motorized users of all ages and abilities, or the proposed improvements are not in alignment with the safety hazards or collision data.	0 points

4. Supportive Policies and Programs

This section will be scored based on the applicant's demonstration of plans, policies, and programs that support the proposed project. Points will be awarded based on how well the applicant demonstrated that the proposed project will be complemented by supportive programs or policies including, but not limited to, awareness campaigns, education efforts, increased encouragement, 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**

Infrastructure Application (large size projects): Part B Questions 4 and 6
 Infrastructure Application (large size projects with NI Component): Part B Question 2
 Infrastructure Application (medium size projects): Part B Questions 2 and 4
 Infrastructure Application (medium size projects with NI Component): Part B Questions 2, 4
 Infrastructure Application (small size projects): Part B Questions 2 and 4
 Quick Build Application: Part B

Applicant Response	Points
Clearly and convincingly demonstrates that the project will be complemented by supportive programs or policies.	6 points
Mostly demonstrates that the project will be complemented by supportive programs or policies.	4 points
Minimally demonstrates that the project will be complemented by supportive programs or policies.	2 points
Does not demonstrate that the project will be complemented by supportive programs or policies.	0 points

5. Project Readiness/Completion of Major Milestones

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

Points will be awarded for project development milestones that are completed on or before the Application Deadline, based on the dates that the applicant provides in its Project Programming Request (PPR). **Up to 20 points possible**

Infrastructure Application (all size projects): Part A5, Project Programming Request
 Quick Build Application: Part A2, Project Programming Request

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

Applicant Response	Points
The Project Study Report Approved Milestone is on or before the Application deadline.	2 points
The Project Study Report Approved Milestone is after the Application deadline.	0 points

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

Applicant Response	Points
The PA&ED Milestone will be reached on or before the Application deadline.	4 points
The PA&ED Milestone will be reached after the Application deadline.	0 points

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

Applicant Response	Points
The Right of Way Certification Milestone will be reached on or before the Application deadline.	4 points
The Right of Way Certification Milestone will be reached after the Application deadline.	0 points

- Progress toward completion of plans, specifications, and estimates (Ready to List for Advertisement Milestone). **10 points**

Applicant Response	Points
Ready to List for Advertisement Milestone Date is 6 months or less of the Application Deadline	10 points
Ready to List for Advertisement Milestone Date is greater than 6 months but within 12 months or less of the Application Deadline	8 points
Ready to List for Advertisement Milestone Date is greater than 12 months but within 18 months or less of the Application Deadline	6 points
Ready to List for Advertisement Milestone Date is greater than 18 months but within 24 months or less of the Application Deadline	4 points
Ready to List for Advertisement Milestone Date is greater than 24 months but within 30 months or less of the Application Deadline	2 points
Ready to List for Advertisement Milestone Date is 30 months or greater than the Application Deadline	0 points

6. Public Health

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

Points will be awarded based on whether the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. The Healthy Places Index Score will be used to calculate points for this criterion.

Up to 10 points possible

Infrastructure Application (all size projects): Part A2
Quick Build Application: Part A2

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than 10 Percentile	10 points
Healthy Places Index Score (overall HPI score) 10 through 13 Percentile	8 points
Healthy Places Index Score (overall HPI score) 14 through 17 Percentile	6 points

Healthy Places Index Score (overall HPI score) 18 through 21 Percentile	4 points
Healthy Places Index Score (overall HPI score) 22 through 25 Percentile	2 points
Healthy Places Index Score (overall HPI score) above 25 Percentile	0 points

7. Use of California Conservation Corps or a Qualified Community Conservation Corps

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

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. **Up to 6 points possible**

- Infrastructure Application (large size projects): Part B Question 9*
- Infrastructure Application (medium size projects): Part B Question 8*
- Infrastructure Application (small size projects): Part B Question 6*
- Quick Build Application: Part B*

Applicant Response	Points
The applicant sought California Conservation Corps or a qualified community conservation corps participation in the project.	6 points
The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation in the project, or the applicant intends not to use the Corps on a project in which the Corps can participate	0 points

8. Benefit to Disadvantaged Community

For a project to contribute toward the Disadvantaged Community funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a Disadvantaged Community in a way that provides significant value. The project’s benefits must primarily target a Disadvantaged Community while avoiding substantial burdens on that 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.

A. Direct Benefit Up to 8 points possible

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

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community.	8 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community.	6 points
Partially demonstrates a direct benefit to a Disadvantaged Community.	4 points
Minimally demonstrates a direct benefit to a Disadvantaged Community.	2 points
Does not demonstrate a direct benefit to a Disadvantaged Community.	0 points

B. Project Location

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

Is the project located within a disadvantaged community? Up to 2 points possible

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

Applicant Response	Points
The project is completely (100%) located within a DAC.	2 points
The project is partially (less than 100%) located within a DAC.	1 point
The project is not located within a DAC.	0 points

9. Matching Funds

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

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 4 points possible**

Infrastructure Application (large size projects): Part A6, Part B Question 8, Project Programming Request
Infrastructure Application (medium size projects): Part A6, Part B Question 6, Project Programming Request
Infrastructure Application (small size projects): Part A6, Project Programming Request
Quick Build Application: Project Programming Request

Percentage of Matching Funds	Points
<ul style="list-style-type: none"> • 24.00% and above of the total project cost • Applications submitted by Tribal Governments (federally recognized Native American Tribes) • Projects that are on Tribal Lands 	4 points
16.00% – 23.99% of total project cost	3 points
8.00% – 15.99% of total project cost	2 points
0.01%– 7.99% of total project cost	1 point
0% of total project cost	0 points

10. Cost Effectiveness

*NOTE: SANDAG 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 and then multiplying that number by the number of points possible.

Up to 10 points possible

IX. Non-Infrastructure Scoring Criteria and Rubric

Non-Infrastructure projects will be scored based on the applicant responses to the Non-Infrastructure Scoring Criteria below. The Non-Infrastructure Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).References to the statewide application where information may be found to assign a score are shown in *pink italicized* text in the Scoring Rubric.

A. Non-Infrastructure Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	Alignment with ATP Goals	
	How well does the proposed project align with the ATP goals?	15
2.	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?	30
B.	Greenhouse Gas Emission Reductions: 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?	10
3.	Methodology	
	How well will the planning process or proposed effort meet the demonstrated need and project goals?	40
4.	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?	25
5.	Project Effectiveness	
	How will the project evaluate its effectiveness?	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?	15
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 in the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	5

8.	Benefit to Disadvantaged Community	
A.	Direct Benefit: Does the project provide a direct benefit to a Disadvantaged Community?	16
B.*	Project Location: Is the project located within a Disadvantaged Community?	4
9.*	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.	8
10.*	Cost Effectiveness	
	Total ATP funding request, divided by score in criteria 1 through 9, ranked relative to each other.	12
	TOTAL	200

B. Non-Infrastructure Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. 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 15 points possible**

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

Non-Infrastructure Application: Part B Question 2

Applicant Response	Points
The proposed project will significantly increase the proportion of trips accomplished by biking and walking.	5 points
The proposed project will moderately increase the proportion of trips accomplished by biking and walking.	3 points
The proposed project will minimally increase the proportion of trips accomplished by biking and walking.	1 point
The proposed project will not increase the proportion of trips accomplished by biking and walking.	0 points

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

Non-Infrastructure Application: Part B Question 3

Applicant Response	Points
The proposed project will significantly increase the safety and mobility of non-motorized users.	5 points
The proposed project will moderately increase the safety and mobility of non-motorized users.	3 points
The proposed project will minimally increase the safety and mobility of non-motorized users.	1 point
The proposed project will not increase the safety and mobility of non-motorized users.	0 points

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

Non-Infrastructure Application: Part B Question 2

Applicant Response	Points
The proposed project will significantly benefit many types of active transportation users	5 points
The proposed project will moderately benefit many types of active transportation users.	3 points
The proposed project will minimally benefit many types of active transportation users.	1 point
The proposed project will not benefit many types of active transportation users.	0 points

2. 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.

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: Non-Infrastructure Work Plan

Applicant Response	Points
Clearly and convincingly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	30 points
Sufficiently demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	24 points
Mostly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	18 points
Partially demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	12 points
Minimally demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	6 points
Unable to address criterion, even to a minimal extent.	0 points

B. Greenhouse Gas (GHG) Emission Reductions

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 the implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. **Up to 10 points possible**

Non-Infrastructure Application: Part B Question 2 and Non-Infrastructure Work Plan

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed effort will directly reduce GHG emissions.	10 points
Sufficiently demonstrates that the proposed effort will directly reduce GHG emissions.	8 points
Mostly demonstrates that the proposed effort will directly reduce GHG emissions.	6 points
Partially demonstrates that the proposed effort will directly reduce GHG emissions.	4 points
Minimally demonstrates that the proposed effort will directly reduce GHG emissions.	2 points
Unable to address criterion, even to a minimal extent.	0 points

3. Methodology

Points will be awarded according to how well the proposed effort will meet the demonstrated needs of the community and project goals. **Up to 40 points possible**

The highest-scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives and list measurable objectives and/or deliverables. Lower-scoring projects will state a generic need and broad goals and/or fail to clearly articulate how the scope of work will address project goals.

Non-Infrastructure Application: Part B Question 6 and Non-Infrastructure Work Plan

Applicant Response	Points
Clearly and convincingly demonstrates that the project will meet the demonstrated needs of the community.	40 points
Sufficiently demonstrates that the project will meet the demonstrated needs of the community.	32 points
Mostly demonstrates that the project will meet the demonstrated needs of the community.	24 points
Partially demonstrates that the project will meet the demonstrated needs of the community.	16 points
Minimally demonstrates that the project will meet the demonstrated needs of the community.	8 points
Unable to address criterion, even to a minimal extent.	0 points

4. Community 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 25 points possible

Non-Infrastructure Application: Part B Question 4

Applicant Response	Points
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	25 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	20 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	15 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	10 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5 points
Unable to address criterion, even to a minimal extent.	0 points

5. Project Effectiveness

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 and budget in support of evaluating the project's effectiveness. Lower-scoring projects will lack meaningful evaluation methods or data collection as part of the project. **Up to 20 points possible**

Non-Infrastructure Application: Part B Question 5

Applicant Response	Points
Clearly and convincingly demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	20 points
Sufficiently demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	16 points

Mostly demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	12 points
Partially demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	8 points
Minimally demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	4 points
Unable to address criterion, even to a minimal extent.	0 points

6. Public Health

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

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, and for the reduction of childhood obesity through the use of programs such as those eligible for Sare Routes to School funding. **Up to 15 points possible**

Non-Infrastructure Application: A2

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than 10 Percentile	15 points
Healthy Places Index Score (overall HPI score) 10 through 13 Percentile	12 points
Healthy Places Index Score (overall HPI score) 14 through 17 Percentile	9 points
Healthy Places Index Score (overall HPI score) 18 through 21 Percentile	6 points
Healthy Places Index Score (overall HPI score) 22 through 25 Percentile	3 points
Healthy Places Index Score (overall HPI score) above 25 Percentile	0 points

7. Use Of California Conservation Corps or A Qualified Community Conservation Corps

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

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. **Up to 5 points possible**

Non-Infrastructure Application: Part B Question 8

Applicant Response	Points
The applicant sought participation from the California Conservation Corps or a qualified community conservation corps in the project.	5 points
The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation in the project, or the applicant intends not to use the Corps on a project in which the Corps can participate	0 points

8. Benefit To Disadvantaged Community

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

A. Direct Benefit Up to 16 points possible

Non-Infrastructure Application: Part B1

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community.	16 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community.	12 points
Partially demonstrates a direct benefit to a Disadvantaged Community.	8 points
Minimally demonstrates a direct benefit to a Disadvantaged Community.	4 points
Does not demonstrate a direct benefit to a Disadvantaged Community.	0 points

B. Project Location

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

Is the project located within a disadvantaged community? Up to 4 points possible

Non-Infrastructure Application: Part B1

Applicant Response	Points
The project is completely (100%) located within a DAC.	4 points
The project is partially (less than 100%) located within a DAC.	2 points
The project is not located within a DAC.	0 points

9. Matching Funds

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

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**

Non-Infrastructure Application: Part A6 and Project Programming Request

Percentage of Matching Funds	Points
<ul style="list-style-type: none"> • 24.00% and above of the total project cost • Applications submitted by Tribal Governments (federally recognized Native American Tribes) • Projects that are on Tribal Lands 	8 points
16.00% – 23.99% of total project cost	6 points
8.00% – 15.99% of total project cost	4 points
0.01%– 7.99% of total project cost	2 points
0% of total project cost	0 points

10. Cost Effectiveness

*NOTE: SANDAG 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 the maximum number of points possible. The remaining projects will then receive points by comparing their rank to the highest rank possible and then multiplying that number by the number of points possible. **Up to 12 points possible**

X. Plan Scoring Criteria and Rubric

Plan projects will be scored based on the applicant responses to the Plan Scoring Criteria, below. The Plan Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*). References to the statewide application where information may be found to assign a score are shown in *pink italicized* text in the Scoring Rubric.

A. Plan Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1*	Demand Analysis	
	Factors contributing to the score: population and employment densities, intersection density, vehicle ownership, and activity centers.	25
2.	Alignment with ATP Goals	
	How well does the proposed project align with the ATP goals?	15
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?	30
B.	Greenhouse Gas Emission Reductions: 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?	10
4.	Methodology	
	How well will the planning process or proposed effort meet the demonstrated need and project goals?	40
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?	25
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?	15
7.	Benefit to Disadvantaged Community	
A.	Direct Benefit: Does the project provide a direct benefit to a Disadvantaged Community?	16
B.*	Project Location: Is the project located within a Disadvantaged Community?	4
8.*	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.	8
9.*	Cost Effectiveness	
	Total ATP funding request, divided by score in criteria 1 through 8, ranked relative to each other.	12
	TOTAL	200

B. Plan Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Demand Analysis

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the five 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 Grants staff who will calculate the points awarded for this criterion.

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 5 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 5 points per factor). **Up to 25 points possible**

Plan Application: Part A1

- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- 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 15 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 Question 4

Applicant Response	Points
The proposed project will significantly increase the proportion of trips accomplished by biking and walking.	5 points
The proposed project will moderately increase the proportion of trips accomplished by biking and walking.	3 points
The proposed project will minimally increase the proportion of trips accomplished by biking and walking.	1 point
The proposed project will not increase the proportion of trips accomplished by biking and walking.	0 points

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

Plan Application: Part B Question 4

Applicant Response	Points
The proposed project will significantly increase the safety and mobility of non-motorized users.	5 points
The proposed project will moderately increase the safety and mobility of non-motorized users.	3 points
The proposed project will minimally increase the safety and mobility of non-motorized users.	1 point
The proposed project will not increase the safety and mobility of non-motorized users.	0 points

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

Plan Application: Part B Question 4

Applicant Response	Points
The proposed project will significantly benefit many types of active transportation users	5 points
The proposed project will moderately benefit many types of active transportation users.	3 points
The proposed project will minimally benefit many types of active transportation users.	1 point
The proposed project will not benefit many types of active transportation users.	0 points

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.

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: Plan Scope of Work

Applicant Response	Points
Clearly and convincingly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	30 points
Sufficiently demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	24 points
Mostly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	18 points
Partially demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	12 points

Minimally demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	6 points
Unable to address criterion, even to a minimal extent.	0 points

B. Greenhouse Gas (GHG) Emission Reductions

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 the implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. **Up to 10 points possible**

Plan Application: Part B Question 4

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed effort will directly reduce GHG emissions.	10 points
Sufficiently demonstrates that the proposed effort will directly reduce GHG emissions.	8 points
Mostly demonstrates that the proposed effort will directly reduce GHG emissions.	6 points
Partially demonstrates that the proposed effort will directly reduce GHG emissions.	4 points
Minimally demonstrates that the proposed effort will directly reduce GHG emissions.	2 points
Unable to address criterion, even to a minimal extent.	0 points

4. Methodology

Points will be awarded according to how well the proposed effort will meet the demonstrated needs of the community and project goals. **Up to 40 points possible**

The 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.

Plan Application: Scope of Work

Applicant Response	Points
Clearly and convincingly demonstrates that the project will meet the demonstrated needs of the community.	40 points
Sufficiently demonstrates that the project will meet the demonstrated needs of the community.	32 points

Mostly demonstrates that the project will meet the demonstrated needs of the community.	24 points
Partially demonstrates that the project will meet the demonstrated needs of the community.	16 points
Minimally demonstrates that the project will meet the demonstrated needs of the community.	8 points
Unable to address criterion, even to a minimal extent.	0 points

5. Community 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 25 points possible

Plan Application: Part B Question 3

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	25 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	20 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	15 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	10 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5 points
Unable to address criterion, even to a minimal extent.	0 points

6. Public Health

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

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, and for the reduction of childhood obesity through the use of programs such as those eligible for Sare Routes to School funding. **Up to 15 points possible**

Plan Application: Part A2

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than 10 Percentile	15 points
Healthy Places Index Score (overall HPI score) 10 through 13 Percentile	12 points
Healthy Places Index Score (overall HPI score) 14 through 17 Percentile	9 points
Healthy Places Index Score (overall HPI score) 18 through 21 Percentile	6 points
Healthy Places Index Score (overall HPI score) 22 through 25 Percentile	3 points
Healthy Places Index Score (overall HPI score) above 25 Percentile	0 points

7. Benefit To Disadvantaged Community

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

A. Direct Benefit Up to 16 points possible

Plan Application: Part B1

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community.	16 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community.	12 points

Partially demonstrates a direct benefit to a Disadvantaged Community.	8 points
Minimally demonstrates a direct benefit to a Disadvantaged Community.	4 points
Does not demonstrate a direct benefit to a Disadvantaged Community.	0 points

B. Project Location

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

*Is the project located within a disadvantaged community? **Up to 4 points possible***

Plan Application: Part B1

Applicant Response	Points
The project is completely (100%) located within a DAC.	4 points
The project is partially (less than 100%) located within a DAC.	2 points
The project is not located within a DAC.	0 points

8. Matching Funds

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

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**

Plan Application: Project Programming Request

Percentage of Matching Funds	Points
<ul style="list-style-type: none"> • 24.00% and above of the total project cost • Applications submitted by Tribal Governments (federally recognized Native American Tribes) • Projects that are on Tribal Lands 	8 points
16.00% – 23.99% of total project cost	6 points
8.00% – 15.99% of total project cost	4 points
0.01%– 7.99% of total project cost	2 points
0% of total project cost	0 points

9. Cost Effectiveness

*NOTE: SANDAG 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 8. 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 and then multiplying that number by the number of points possible. **Up to 12 points possible**



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Resolution No. 2024-19

2025 Active Transportation Program Call for Projects for the San Diego Regional Competition

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 the ATP 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 (SANDAG), as the MPO for the San Diego region, has developed the 2025 Call for Projects for the San Diego regional competition 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 2025 Call for Projects for submittal to the CTC; and

NOW THEREFORE BE IT RESOLVED, that the SANDAG Board of Directors, acting as the MPO governing body, confirms that the 2025 Call for Projects is consistent with the ATP Guidelines established by the CTC, and hereby recommends the 2025 Call for Projects be submitted to the CTC for consideration.

PASSED AND ADOPTED this 24th of May 2024.

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.



SBCAG

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Cycle 7

**2025 Regional Competitive
Active Transportation Program (ATP)**

FINAL

SBCAG ATP LARGE METROPOLITAN PLANNING ORGANIZATION (MPO) GUIDELINES

**To be adopted by SBCAG Board of Directors in
May 2024**

**To be approved by the California Transportation Commission
(CTC) in June 2024**

2025 SBCAG ACTIVE TRANSPORTATION PROGRAM GUIDELINES

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I. INTRODUCTION

1. Background

The Active Transportation Program (ATP) is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. The ATP program is administered by the California Transportation Commission (www.catc.ca.gov).

The ATP distributes the total annual funding capacity between three components with:

- **Statewide:** 50% going to a statewide program eligible to all applicants;
- **Large Metropolitan Planning Organization (Large MPO):** 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000; and
- **Small Urban/Rural:** 10% going to small urban/rural areas with populations of 200,000 or less.

All funding must be competitively awarded, with the requirement that 25% of the funds in each program benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria, below.)

The Active Transportation Program has two separate grant processes, one led by the California Transportation Commission (CTC) and the other led by the ten Large MPOs including the Santa Barbara County Association of Governments (SBCAG).

The 2025 ATP Cycle 7 Guidelines were adopted by the CTC on March 22, 2024. These guidelines describe the policies, standards, criteria, and procedures for the development of the 2025 SBCAG Large MPO Active Transportation Program. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the Small Urban/Rural and Large MPO regional competitive programs.

Large MPOs, such as SBCAG, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the Large MPO regional guidelines.

This document serves as SBCAG's Cycle 7 ATP Large MPO Component Project Selection Guidelines. These guidelines describe the policies, standards, criteria, and procedures for the development of the 2025 SBCAG Large MPO Active Transportation Program. Where silent, these guidelines will defer to the CTC's 2025 ATP Guidelines.

The guidelines substantially follow those of the CTC but include a number of differences based on the region's existing Measure A bicycle and pedestrian programs, which is a separate process. Measure A is Santa Barbara County's voter approved transportation sales tax measure. More information can be found at www.measurea.net. SBCAG will issue a call for projects for the Large MPO Component. Projects submitted to the CTC for consideration in the Statewide Component will be considered for funding under the Large MPO Component, but an applicant is not required to submit to the Statewide competition to be eligible for the SBCAG ATP Large MPO component.

2. Program Goals

Pursuant to statute (Sts. & Hy. Code, § 2380), the purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. 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 reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 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.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

3. Program Schedule and Funding Years

The programming capacity for the 2025 SBCAG ATP Large MPO component will be for state fiscal years 2025/26 through 2028/29. The following schedule lists the major milestones for the development and adoption of the 2025 SBCAG Large MPO Active Transportation Program:

Milestone	CTC process	SBCAG process
CTC approves or rejects SBCAG ATP Large MPO Guidelines	6/28/2024	
SBCAG Call for projects		7/8/2024
Submit pre-application		7/31/2024
Applications due to SBCAG		9/16/2024 by 5 p.m. PT
SBCAG Scoring committee evaluates applications		October – November 2024
Present project recommendations to TTAC, Subregional Committees		December 2024
SBCAG Board approves projects		12/19/2024
Deadline for MPO draft project programming recommendations to the Commission	2/21/2025	
Deadline for MPO final project programming recommendations to the Commission	4/22/2025	
Commission Staff Recommendations for MPO Component posted	6/2/2025	
Commission adopts MPO selected projects	June 2025	

II. FUNDING

1. Sources

Forty percent of ATP funds must be distributed to MPO in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population. The 2025 ATP Fund Estimate was adopted at the March 21, 2024, Commission meeting. The regional share available for Santa Barbara County for Cycle 7 of ATP funding (FY 2025-26 through FY 2028-29) is \$2.811 million per the adopted 2025 ATP Fund Estimate ([Appendix A](#)).

(\$ in thousands)

Santa Barbara (SBCAG)	2025-26	2026-27	2027-28	2028-29	4-Year total
State	\$247	\$247	\$167	\$167	\$828
Federal	\$248	\$259	\$733	\$744	\$1,983
Total	\$494	\$505	\$900	\$911	\$2,811

2. Distribution

SBCAG will split this funding share between the North County and South Coast based on population share from the 2020 US Census.

- North County will receive an apportionment of \$1.469 million (52%)
- South Coast will receive an apportionment of \$1.341 million (48%)

A minimum of 25% of the funds distributed to SBCAG (\$702,750) must benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria, below.)

3. Matching Requirement

SBCAG does not require a funding match for the Regional Active Transportation Program Large MPO funding, however, leveraging of funds is encouraged.

4. Reimbursement

The ATP is a reimbursement program for eligible costs incurred. For an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, [Local Assistance Procedures Manual](#). Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

III. ELIGIBILITY

1. Eligible Applicants

Eligible applicants for the Active Transportation Program are specified in Section 11 of the 2025 ATP Guidelines as adopted by the CTC on March 22, 2024, and are listed below.

1) Local, Regional, or State Agencies. Examples include city, county, MPO*, and Regional Transportation Planning Agency.

2) Caltrans.*

- Caltrans-nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
- Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).

3) Transit Agencies. Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

4) Natural Resources or Public Land Agencies. Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies.
- State or local fish and game or wildlife agencies.
- Department of the Interior Land Management agencies.
- U.S. Forest Service.

5) Public schools or school districts.

6) Tribal Governments – federally recognized Native American Tribes

- Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.

7) Private nonprofit, tax-exempt organizations that are responsible for the management of public lands may only apply with projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

8) Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible. Eligibility should be established with Commission staff before the application deadline.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

2. Partnering With Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and nonprofit organizations, in applying for funds. Applicants require a sponsor if they are not an eligible entity listed in the section above.

3. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the program goals:

a. 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. Quick-build projects are eligible under this scoring category.

- 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 phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." Feasibility studies are not considered PSR equivalent documents.
- Further guidance can be found in the [Caltrans Project Development Procedures Manual](#).
- The Commission expects collaboration and cooperation between the implementing agency and Caltrans for all projects on the state highway system. Applicants who are applying for projects on the state highway system should attach a completed State Highway System Project Impact Assessment Form to the application. This form can be obtained from the [Caltrans 2025 Active Transportation Program website](#).

b. 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. Priority of funding for plans will follow the statewide guidelines. Plan Project Guidance, including required plan components, can be found on Appendix A in the adopted statewide 2025 ATP guidelines.

c. Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. 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. Minimum/Maximum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for funding that will be considered is **\$150,000**. This minimum does not apply to non-infrastructure projects, safe routes to school projects, plans, and quick-build projects.

The maximum request shall not exceed the funding apportionment available for the North County and South Coast found in Section II Funding, Section 2 Distribution.

IV. APPLICATION SUBMITTAL REQUIREMENTS

1. Pre-application

Project sponsors must complete a pre-application for each project by **July 31, 2024**. Pre-applications will be summarized by SBCAG and posted on the SBCAG website. The purpose of

the pre-application is to determine the amount of Cycle 7 funding that may be requested compared to funding available and to determine if a project meets eligibility criteria. Using this information, prospective project sponsors may then make an informed decision about the likelihood of their project receiving funding and decide whether to invest the time in completing a full project application. Entities that require a sponsor because they are not an eligible applicant, must declare a sponsor at the time of pre-application submittal by attaching a signed sponsor agreement to the pre-application.

2. Application

All project applications must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board.

A project application must also include documentation of all other funds committed to the projects. The following contents are required to be submitted:

- Completed SBCAG Regional Application
- Project Programming Request (PPR) form
- Formal council/board/district resolution of local support for the ATP project
- Projects that will be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.

One (1) electronic copy must be submitted via email/file sharing site of the complete grant application no later than 5:00 p.m. on September 16, 2024 to:

***Jaquelin Mata, Transportation Planner II
Santa Barbara County Association of Governments
Jmata@sbcaq.org
805.961.8900***

V. PROJECT SELECTION PROCESS

Applicants are the sponsoring agencies for any project competing for SBCAG ATP Large MPO funding. To compete in the regional program, applicants are responsible for submitting a SBCAG ATP Large MPO application. Applicants are encouraged to discuss potential ATP projects with SBCAG staff and may identify a reduced scope version of their state-submitted project for the SBCAG ATP Large MPO ATP competition.

An *ad hoc* multidisciplinary advisory group will be established that will be responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP.

1. Screening Criteria:

Before evaluation, project applications will be screened for the following:

- Consistency with SBCAG regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.

- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted ATP Cycle 7 guidelines.
- Must be an eligible applicant or have a project sponsor.

2. Scoring Criteria:

Projects will be scored 0 to 100 points by the Scoring Committee based on the criteria described below. An additional 0-10 points will be applied in the event the 25 percent minimum benefit for a disadvantaged community is not met:

SBCAG Staff will confirm that a minimum 25% 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 by the Scoring committee. Discretion will be placed on the Scoring Committee to select a complete package of projects.

1) Disadvantaged Communities (DAC) (0-10 points):

- a) Applicant's ability to demonstrate the direct benefit to the disadvantaged community affected by the project; and
- b) Project is located within a DAC.

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 as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community. It is incumbent upon the applicant to 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.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- 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](#).
- 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).
- 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](#).
- SBCAG Regional Definition: As part of SBCAG’s Connected 2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), SBCAG established a regional definition of disadvantaged communities found in [Chapter 4](#).
- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Commission staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.

Scoring Criteria (0 - 100 points):

Infrastructure Projects Criteria

- 1) Safety (35 points)
 - a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.
- 2) Local Support (20 points)
 - a) Project is in a locally adopted bicycle, pedestrian or general plan or is included in a regional bikeway or transportation plan.
 - b) Community outreach has been completed or is being completed.
 - c) Project has demonstrated other community support.
- 3) Demand (15 points)
 - a) Serves a high percentage of existing or potential pedestrians and bicycle riders relative to the size of the community.
- 4) Access and Connectivity (20 points)
 - a) Project provides or improves bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc.
 - b) Project provides interface with other modes of transportation.
 - c) Project eliminates a gap or overcomes an obstacle in a bicycle or pedestrian facility, allowing more convenient and safer travel, including bike security and parking.
- 5) Project readiness and Schedule (10 points)

Submitted projects will be ranked based on project readiness. Priority will be given to:

 - a) Projects which are fully funded, if application is approved.
 - b) Projects which have considered and, if needed, resolved any foreseeable implementation issues.
 - c) Projects which need no right-of-way and need no utility relocations.

Plans Criteria

- 1) Safety (45 points)
 - a) Plan will focus on the safety of pedestrians and/or bicyclists.
- 2) Local Support (15 points)
 - a) Priority will be given to plans that have demonstrated coordination with regional or other locally adopted plans.
- 3) Plan Status (40 points)
 - a) Priority will be given to jurisdictions with no bicycle or pedestrian plan, over those with plans that are more than five years old, and thereafter to those with plans between three and five years old.

Non-Infrastructure Projects Criteria

- 1) Safety (45 points)
 - a) Priority will be given to programs that focus on the safety of pedestrians and/or bicyclists. Priority will be given to programs that directly address demonstrated safety needs.
- 3) Local Support (15 points)
 - a) There is demonstrated community support for the program.
- 4) Demand (15 points)
 - a) Priority will be given to programs that serve a high number of residents.
- 5) Effectiveness (15 points)
 - a) Program (or similar programs) has been shown to be effective at encouraging bicycling and/or walking or improving bicycle and/or pedestrian safety.
- 6) Implementation/Readiness (10 points)

- a) Priority will be given to programs that have considered and, if needed, resolved any foreseeable implementation issues, have partnering agencies (if any) that have fully coordinated on program implementation, and for which program details are substantially determined in order to allow quick implementation once funding is received.

3. Contingency List

SBCAG will adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. SBCAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 7 SBCAG ATP Large MPO component that occur prior to the adoption of Cycle 8. This will ensure that SBCAG will fully program all regional ATP funds and minimize the loss of ATP funds to the region.

VI. ALLOCATIONS/PROJECT DELIVERY/PROJECT REPORTING

MPO-selected projects must follow the same allocation, expenditure, and reporting policies as stated in the [statewide guidelines](#).

Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the Commission and the Request for Authorization process for obligation of the funds. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: [Local Assistance Procedures Manual \(LAPM\) | Caltrans](#).

A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

2025 APPROVAL OF SBCAG)
ACTIVE TRANSPORTATION PROGRAM) RESOLUTION NO. 24-15
LARGE MPO GUIDELINES FOR)
SUBMITTAL TO THE CALIFORNIA)
TRANSPORTATION COMMISSION)
_____)

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 (2013); Assembly Bill 101, Chapter 354 (2013); and Senate Bill 1 (SB 1), Chapter 2031 (2017); 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 ATP Guidelines require that Large 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 Large 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 Santa Barbara County Association of Governments (SBCAG), as the Large MPO for the Santa Barbara region, has developed the 2025 SBCAG Large MPO ATP Guidelines 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 Large MPO approve the proposed 2025 SBCAG Large MPO ATP Guidelines for submittal to the CTC.

NOW THEREFORE BE IT RESOLVED, that the SBCAG Board of Directors, acting as the MPO Governing Body, confirms that the 2025 SBCAG Large MPO ATP Guidelines is consistent with the ATP Guidelines established by the CTC, and hereby directs that the 2025 SBCAG Large MPO ATP Guidelines be submitted to the CTC for consideration and approval.

PASSED AND ADOPTED this 16th day of May 2024 by the following vote:

AYES: Williams, Capps, Hartmann, Infanti, Julian, Patino, Perotte, Clark, Rowse

NOES:

ABSENT: Lavagnino, Nelson, Osborne, Silva

ABSTAIN:

ATTEST:



Marjie Kirn
Executive Director



Steve Lavagnino, Chair
Santa Barbara County
Association of Governments

Date: May 16, 2024

APPROVED AS TO FORM:

Rachel Van Mullem
County Counsel

By: 

Senior Deputy County Counsel



RESOLUTION NO. 24-664-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE 2025 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

REGIONAL COUNCIL OFFICERS

- President Art Brown, Buena Park
First Vice President Curt Hagman, County of San Bernardino
Second Vice President Cindy Allen, Long Beach
Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

- Executive/Administration Art Brown, Buena Park
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Tim Sandoval, Pomona

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.;

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;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-24-31) 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 21, 2024;

WHEREAS, SCAG developed the Regional Program Guidelines with input from the six Southern California county transportation commissions to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines to the Commission by May 10, 2024;

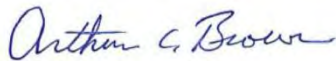
WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's 2025 Active Transportation Program Regional Guidelines; and

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2025 Active Transportation Program Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

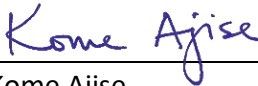
1. The Regional Council authorizes SCAG staff to submit the 2025 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2024.



Art Brown
President, SCAG
City of Buena Park

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Jeffery Elder
Chief Counsel

2025 Active Transportation Program Regional Guidelines

Draft

March 2024

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2025 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 2025 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 2025 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2025 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified in order to remain consistent with the latest 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 nonmotorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375 and SB 391.
 - 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 (DACs) fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The [2025 Statewide Guidelines](#), adopted by the California Transportation Commission (CTC) on March 21, 2024, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP.
- Per Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and reflected in the 2025 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.

- An MPO choosing to use the same project selection criteria, weighting, minimum funding request amount, match requirement, and definition of a 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, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- Twenty-five percent (25%) of the regional funds must benefit DACs.
- The Statewide Guidelines allow for an MPO to make up to 2% of its 2025 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish five eligible project types:
 - Infrastructure Projects: Capital improvements 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. 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 phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." *Please note that 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 that encompasses or is predominantly located in a DAC.
 - Non-infrastructure Projects: Education and encouragement programs that further the goals of the ATP. Non-infrastructure projects are not limited to those benefiting school students. Non-infrastructure projects can be start-up programs or new components of existing programs. The CTC intends to focus non-infrastructure funding on start-up projects. A project is considered to be a start-up when no program currently exists. All non-infrastructure projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund existing or ongoing program operations.
 - Infrastructure Projects with Non-infrastructure components: These are capital projects with education or encouragement components.
 - Quick-Build Projects: Interim capital infrastructure projects that further the goals of the ATP. The Statewide call for projects has up to \$7 million set aside for quick-build projects. These projects require minor construction and are built with durable, low to moderate cost materials, and last from one year to five years. These projects have

moderate design flexibility to anticipate adjustments that may occur based on community feedback. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

- Per Statewide Guidelines, 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.
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee, which is comprised of SCAG staff and representatives from each of the six county transportation commissions. The ATP Subcommittee drafts the Regional Guidelines, the Regional Program and administers tasks associated with project delivery. The county transportation commissions approve the Regional Program as it pertains to their respective county. SCAG’s Regional Council approves the Regional Guidelines and Regional Program. The California Transportation Commission approves the Regional Guidelines and Regional Program.

Fund Estimates for 2025 Regional ATP

The 2025 ATP [total statewide fund estimate is \\$568.7M](#) (March 2024). Per the 2025 ATP Statewide Guidelines, the MPO share is 40% of the total budget with funding distributed by population; the SCAG share is 52% of the MPO share.

The SCAG region’s share of the 2025 ATP is \$118.066M, which includes funding in Fiscal Years 2025/26, 2026/27, 2027/28, and 2028/2029 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 25/26	20,761
FY 26/27	21,217
FY 27/28	37,816
FY 28/29	38,272
Total	118,066

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2025 Statewide Guidelines to the Regional Program.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs, in administering a competitive selection process, have the option to use different criteria for determining which projects benefit disadvantaged communities. In addition, a regional definition may be considered for a project to qualify as benefitting a disadvantaged community. As part the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, Connect SoCal), SCAG established “Priority Equity Communities” (PECs) as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. The PEC criterion is intended to complement existing disadvantaged communities definitions established through SB 535 and the ATP Statewide Guidelines.

- **Priority Equity Communities:** census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the following socioeconomic factors: people of color, low-income households, limited vehicle and transit access, vulnerable ages, single parent households, people without a high school diploma, people with disabilities, housing cost burdened households, and people with limited English proficiency. See the [Connect SoCal 2024 Equity Analysis Technical Report](#) and [a map](#) of PECs in the SCAG region for additional details and to identify PECs.

Project Selection Process

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

Implementation Projects Category

Implementation projects include Infrastructure, Infrastructure projects with Non-infrastructure components, and Non-infrastructure projects 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 2025 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034
Total	100%	\$112,163
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

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 county transportation commissions 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 transportation commission to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county transportation commissions 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. County transportation commissions may assign up to 20 points to each Implementation project application deemed consistent and meeting eligibility requirements.
- If a county transportation commission assigns additional points (up to 20) 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 staff will submit the methodology

and scores to SCAG for inclusion in the preliminary ranking of regional projects by February 5, 2025.

- SCAG shall establish a preliminary regional Implementation projects list based on the county transportation commissions' submissions that programs no less than 95% of the total regional funds and relies on population-based funding targets to achieve geographic equity.
- The county transportation commissions may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the Regional Program 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, Quick-Build 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% (\$5.903M) of the total regional funds be allocated in this category with a maximum of 2% (\$2.361M) dedicated to Planning projects in DACs/PECs.

As in several 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, Non-infrastructure, and Quick-Build applications and Quick-Build projects and Plans submitted through the supplemental call (Sustainable Communities Program) for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS), which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. As with the Implementation category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Planning & Capacity Building Projects Category: Funding Targets (5% of regional funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265
Total	100%	\$5,903
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

If SCAG does not receive sufficient applications from each county to meet the Planning & Capacity Building funding targets outlined above, the county transportation commission may choose to allocate those funds towards the Implementation Project category.

For Planning & Capacity Building applications submitted through the statewide call for projects:

- SCAG will consider funding all unsuccessful Non-infrastructure, Quick-Build, and Plans applications submitted at the statewide level.
- The Non-Infrastructure, Quick-Build, and Plans applications submitted to the statewide competition 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.
- 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 for Non-infrastructure projects, the project balance could be awarded through the Implementation projects category. Alternatively, the county transportation commission may fully fund the Non-infrastructure project as part of the Implementation projects category, if the project merits award through the process outlined above.
- 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. Since county transportation commissions may partially or fully fund Non-infrastructure projects through the Implementation projects category, the distribution of

funding for Plans is flexible across counties as long as funding for Plans does not exceed 2% of regional funds and Implementation projects account for at least 95% of regional funds.

Supplemental (Sustainable Communities Program) Call for Projects

The ATP regional funds for Planning & Capacity Building projects are bolstered by a federal Safe Streets and Roads for All (SS4A) grant, which provides \$4.515 million for quick-build projects by leveraging \$3 million of ATP regional funds as matching funds for a total of \$7.515 million for quick-build projects. The ATP regional matching funds will be provided by each county's Planning & Capacity Building ATP regional funding targets commensurate with the amount of quick-build project applications received and selected for funding. Therefore, if a county does not have any quick-build applications forwarded to the regional component from the statewide component or any quick-build applications submitted to the supplemental call for projects, then none of that county's ATP regional funds will be leveraged as matching funds for the SS4A grant funds.

The supplemental call for projects, administered through SCAG's Sustainable Communities Program Active Transportation & Safety (SCP-ATS) component will be developed as follows:

- SCAG will develop SCP-ATS Guidelines, in consultation with the ATP subcommittee, consistent with the parameters established by the Regional Guidelines.
- The SCP-ATS Guidelines will include the same definition of DACs as used by the CTC in the statewide planning selection process and PECs as used by SCAG in the regional component.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- Consistent with the Planning & Capacity Building applications forwarded from the statewide competition, SCAG will cap funding requests to \$900,000 for Quick-Build applications and \$500,000 for Planning applications.
- The SCP-ATS 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 county transportation commissions and input from ATP stakeholders, such as SCAG's Safe and Active Streets Working Group, SCAG will develop guidelines and applications for Quick-Build projects and Plans. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies described in Connect SoCal 2024.

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 ATP funding recommended in this category will not exceed 5% of the total Regional Program.
- The total ATP funding for Planning projects, which shall be located in DACs/PECs, shall not exceed 2% of the total Regional Program.
- A minimum of \$7.515 million will be allocated for quick-build projects.
- Geographic equity shall be pursued and assessed programmatically across all funding sources programmed through the SCP-ATS with an effort to target investments in high need areas/communities.

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 DACs (as defined by the Statewide Guidelines) or Priority Equity Communities (PECs).

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 on the preliminary regional project list may be replaced with the highest scoring, funding-eligible DAC/PEC project within the same county. If the county has no other eligible DAC/PEC projects, the lowest scoring project on the preliminary regional project list shall be replaced with the highest scoring, funding-eligible DAC/PEC 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 Building 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 and SCAG will transfer the necessary project information to Caltrans for incorporation into the ATP project list.

The final recommended Regional Program will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEOs) 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 2025 ATP are State Fiscal Years 2025/26 to 2028/29. 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 fiscally-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 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:
 - Reduce administrative burden for Planning & Capacity Building projects and projects requesting less than \$3.5M.
 - Completion of California Environmental Quality Act (CEQA) priorities projects for state only funding.
 - 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 or phase of work requested.
 - 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).
 - 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 or phase of work, consistent with the RTP.
 - Uncommitted funds may only be from ATP, Local Partnership Program (formulaic or competitive), or federal discretionary grant program funds. The applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and identify 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 Implementation and Planning & Capacity Building projects funding targets, SCAG, in consultation with the county transportation commissions, 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 transportation commission 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 transportation commission 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 & 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. 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 county transportation commissions, 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 & Capacity Building list of projects, SCAG, in consultation with the county transportation commissions, will strive to replace the failed project with a project from the same county from the Planning & 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 review the initial project 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, as necessary, 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:

- Program amendments may only take place after the adoption of the Regional Program and before the adoption of the subsequent Regional Program, as outlined in the Contingency section above.
- 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 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 county transportation commissions 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 consider allocating 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.

All Program amendments must be approved by the CTC following recommendations from SCAG and the county transportation commissions.

FTIP Amendments

All projects funded by the 2025 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming their respective Implementation and Planning & Capacity Building 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. For further information on Grouped Project Listings, please refer to the 2025 FTIP Guidelines ([2025 Federal Transportation Improvement Program \(FTIP\) Guidelines, November 2023 \(ca.gov\)](#), pages 99 – 120).
- SCAG shall be responsible for programming projects administered by SCAG into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2025 ATP projects, regardless of programming year, in the 2025 FTIP amendment cycle.

Allocation

The Statewide Guidelines defers to the Regional Guidelines for concurrence or recommendation letters for all allocation requests for projects funded in the MPO component. SCAG shall defer this responsibility to the county transportation commissions for all projects, except for those selected through the SCP-ATS and managed by SCAG, and delegates providing concurrence on project requests for allocations and time extensions and ensuring project are consistent with FTIP programming to respective county transportation commissions.

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](#).

Project Delivery

Per the Statewide Guidelines, ATP allocations are requested by project phase, and each allocation must be requested in the fiscal year that the phase is programmed. When funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the funds will lapse, and the phase will be deleted from the ATP. Refer to the ATP Statewide Guidelines and the [Caltrans ATP Timely Use of Funds](#) resources for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include concurrence by county transportation commissions.

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 or budget change to SCAG and the responsible county transportation commission for review and approval. The request for scope change shall include:

- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.

- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation of the overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.

Following recommendation from SCAG and the county transportation commissions, all scope changes must be approved by the CTC.

Project Reporting

The ATP adheres to the program accountability requirements set forth in the SB 1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP. All implementing agencies must submit quarterly progress reports, a completion report, and a final delivery report to Caltrans. Implementing agencies should refer to the [Caltrans ATP Project Reporting website](#) for details, which provides links and guidance to CalSMART, the reporting platform for all projects except for Quick-Build projects, which require a separate reporting form (see under “Quarterly Progress Reporting”).

Schedule

Action	Date
CTC adopts ATP State Guidelines	March 22, 2024
Statewide call for projects opens	March 22, 2024
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	April 4, 2024
Draft Regional Guidelines submitted to CTC	May 10, 2024
SCAG RC adopts SCP-ATS guidelines	June 6, 2024
SCP-ATS call for projects opens	June 6, 2024
Statewide call for projects close (postmark date)	June 17, 2024
CTC approves or rejects Regional Guidelines	June 27, 2024
SCP-ATS call for projects closes	September 27, 2024
CTC shares recommendations for statewide and small urban and rural projects	November 1, 2024
CTC adopts statewide and small urban and rural projects	December 5, 2024
County transportation commissions' 20-point scoring methodology submitted to SCAG	February 5, 2025
County transportation commissions submit recommended project lists to SCAG	February 5, 2025
Project PPRs for partially funded projects due to SCAG	February 5, 2025
Draft Regional Program submitted to CTC	February 21, 2025
SCAG RC adopts SCAG Regional Program	April 3, 2025
Final Regional Program submitted to CTC	April 22, 2025
CTC adopts Regional Program	June 2025

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StanCOG
Stanislaus Council of Governments

2025 Regional Active Transportation Program (ATP)

Revised Draft Guidelines – May 30, 2024



2025 (Cycle 7)

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2025 Regional Active Transportation Program Cycle 7 Guidelines

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Introduction

The Active Transportation Program (ATP) is a competitive statewide program created to encourage the increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

ATP funding is distributed among three programs, with 10% to small urban/rural areas with populations of 200,000 or less, 40% to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000, and 50% going to the statewide program. All funding must be competitively awarded and at least 25% of funds in each program must benefit disadvantaged communities. The ATP has two separate grant processes, one led by the California Transportation Commission (CTC) and the other led by the ten large MPOs, including the Stanislaus Council of Governments (StanCOG).

These guidelines describe the policies, standards, criteria, and procedures for the development of the StanCOG 2025 Regional ATP for Cycle 7.

Program Goals

The purpose of the ATP is to encourage the increased use of active modes of transportation, such as biking and walking. 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 reduction goals, pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity using public 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.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Program Schedule and Funding Years

The programming capacity for the StanCOG 2025 Regional Active Transportation Program for Cycle 7 will be state fiscal years 2025-26 through 2028-29. The table below lists the major milestones for the development and adoption of the 2025 Regional Active Transportation Program:

Draft Regional ATP Guidelines Available	3/27/2024
StanCOG Policy Board acts on Draft Guidelines	4/17/2024
Guidelines must be submitted to CTC	5/10/2024
CTC considers StanCOG Guidelines	6/28/2024
StanCOG Regional ATP Call for Projects (Pending CTC Adoption)	7/1/2024
State ATP recommendations released	11/1/2024
Regional ATP Applications Due	11/15/2024
StanCOG Policy Board acts on ATP Funding Programming Proposal	12/11/2024
Draft Regional ATP Programming Proposal must be sent to CTC	2/21/2025
Final Regional ATP Programming Proposal must be sent to CTC	4/22/2025
Anticipated CTC Adoption of StanCOG Programming Proposal	June 2025

Funding

StanCOG has \$3,468,000 available for funding in this round.

Match Requirements

StanCOG does not require a funding match for the 2025 Regional Active Transportation Program. However, applications can earn up to 5 points for including leveraged funding. See section below.

Leveraging Funds

Applicants are not required, but highly encouraged to leverage funds. Applications can earn up to 5 points for including leveraged funding. StanCOG will only consider cash funds for leveraging. Pre-construction phase activities funded by the applicant will be considered for leveraging even if the funds were expended before the application deadline. Funds expended for ineligible program costs and activities will not be considered for leveraged funding.

In-kind, non-infrastructure, staff time, or non-participating funds are not eligible for leveraging. StanCOG will only consider funds that are not allocated by the CTC as eligible leverage funds on a project-specific basis. Leveraging funds may include Measure L, Safe Routes to School, STBG, CMAQ, or other federal or local funds.

Applicants must provide a complete, phase-by-phase project funding plan through construction that demonstrates that the ATP and leveraged funding in the plan (local, federal, state, and private sources) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. The letter of commitment must be signed by the Chief Executive Officer, City Manager, or other officer authorized by the applicant's governing board or council. Applicants without a signed letter of commitment will not receive leveraging points. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Funding for Active Transportation Plans in Disadvantaged Communities

Funding from the ATP may be used to fund the development of community-wide active transportation plans, including bicycle, pedestrian, safe routes to schools, or comprehensive active transportation plans. All plans must be within a disadvantaged community. Please refer to the CTC's 2025 ATP Guidelines, Appendix A for a list of components that must be included in an eligible plan.

Per state guidelines, up to 2% of the total available to StanCOG may be used for plans. For the 2025 Regional ATP, this amount is not to exceed \$69,360.

Reimbursement

The ATP is a reimbursement program for eligible costs incurred. For an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in the Caltrans Local Assistance Procedures Manual, Chapter 5, Invoicing. Costs incurred prior to Commission allocation and, for federal funded projects, Federal Highway Administration approval (i.e. Authorization to Proceed), are not eligible for reimbursement.

Eligibility

Eligible applicants for the Active Transportation Program are specified in the CTC's 2025 ATP Guidelines and are listed below.

Only applicants that have been submitted, reviewed, and scored in the Statewide Active Transportation Program will be accepted for consideration in the Regional ATP. There is no limit on how many applications an eligible entity can submit.

Only applicants located in or serving the Stanislaus Region, including but not limited to interregional transit agencies, may apply to StanCOG's Regional ATP. For the 2025 Regional

ATP, the San Joaquin Regional Rail Commission will also be considered as an eligible applicant, as they will be a future transit agency serving the region.

The following entities within the State of California are eligible to apply for ATP funds:

- 1.) Local, Regional, or State Agencies. Examples include city, county, Metropolitan Planning Organization (MPO), and Regional Transportation Planning Agency (RTPA).
- 2.) Caltrans
 - a. Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
 - b. Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources such as the State Highway Operations and Protection Program (SHOPP).
- 3.) Transit Agencies – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- 4.) Natural Resources or Public Land Agencies – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - a. State or local park/forest agencies
 - b. State or local fish and game or wildlife agencies.
 - c. Department of the Interior Land Management Agencies
 - d. U.S. Forest Service
- 5.) Public Schools or School Districts
- 6.) Tribal Governments – Federally recognized Native American Tribes.

Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe’s preferred contracting option.
- 7.) Private non-profit, tax-exempt organizations that are responsible for the management of public lands may only apply with projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.
- 8.) Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible. Eligibility should be established with Commission before the application deadline.

Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans an MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

As StanCOG is both the regional MPO and RTPA, the above restriction does not apply to ATP projects StanCOG applies for.

Partnering with Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and non-profit organizations, when applying for funds.

Applicants and/or implementing agencies must be able to comply with all federal and state laws, regulations, policies, and procedures required to enter into a Local Administering Agency-State Master Agreement. Please refer to the Local Assistance Procedures Manual, Chapter 4, Agreements, for guidance and procedures on Master Agreements. Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project.

Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the ATP goals. Please refer to the CTC's 2025 ATP Guidelines, Appendix B for example projects.

- 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. Feasibility studies will not be considered as PSR equivalent documents.
- 2.) Plans: The development of a community-wide bicycle, pedestrian, safe routes to school or active transportation plan that encompasses or is predominantly located in a disadvantaged community. Please refer to the CTC's 2025 ATP Guidelines, Appendix A for example projects.
- 3.) Non-infrastructure (NI) Projects: Education and encouragement programs that further the goals of the ATP. Please see the CTC's 2025 ATP Guidelines, Appendix B for example NI activities.
- 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.

Minimum and Maximum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum funding request for infrastructure projects that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, safe routes to school projects, recreational trail projects, and plans.

The maximum request is \$3,468,000.

Project Type Requirements

SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. The ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

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 as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community.

It is incumbent upon the applicant to 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.

To qualify as a disadvantaged community, the community served by the project must meet at least one of the following criteria:

- 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 criterion.

- **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).
- **Other:** If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Commission staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.

Safe Routes to School Projects

For a project to qualify for a Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

Recreational Trails Projects

Trail projects that are primarily recreational should meet the federal requirements of the Recreational Trails Program, as such projects may not be eligible for funding from other sources.

However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and do not need to meet the Recreational Trails Program requirements.

Project Application

There are four different applications available for applicants to complete depending on the project type and size. All eligible projects must apply to one of the following application types. Applicants applying for infrastructure or infrastructure/non-infrastructure combined projects must utilize the application type based on the entire project cost, not the ATP request amount. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects.

The four application types are:

1. Large Projects - Infrastructure Only or Infrastructure/Non-Infrastructure

Projects with a total project cost of greater than \$10 million will be considered a “large project” and must use the Large Project application. Caltrans and CTC staff may conduct on-site field reviews on a selection of large projects. Field reviews do not indicate a project’s likelihood of receiving funding. Large projects do not need to apply for construction and may apply for pre-construction phases only.

2. Medium Projects – Infrastructure Only or Infrastructure/Non-Infrastructure

Projects with a total project cost of more than \$3.5 million and up to \$10 million will be considered “medium projects” and must use the Medium Project application.

3. Small Projects - Infrastructure Only or Infrastructure/Non-Infrastructure

Projects with a total project cost of \$3.5 million or less will be considered a “small project” and must use the Small Project application.

4. Non-Infrastructure Only

Education and encouragement activities that further the goals of the ATP. Non-infrastructure programs include those benefiting school students, older adults, or entire communities. Non-infrastructure programs may utilize existing best practices or be innovative in nature.

5. Plans

Applicants can only apply for a plan with the Plan application. This application cannot be combined with any other type of project. Plan projects must be within or encompass a disadvantaged community.

Application Submittal Requirements

Regional applicants should send a copy of their completed application to StanCOG as specified below. Applicants to the 2025 ATP or the 2025 Regional ATP are not required to submit hardcopies to the CTC or StanCOG.

For the 2025 Regional ATP, all project applications must include the signature of the Chief Executive Officer, City Manager, or another officer authorized by the applicant’s governing board or council.

If the project is to be implemented by an agency other than the applicant, the documentation of the agreement between the project applicant and implementing agency must be submitted with the project application, such as a memorandum of understanding or resolution.

A project application must also include documentation of all other funds committed to the projects.

One (1) electronic copy of the complete grant application must be submitted via email or file-sharing site no later than 5:00 p.m. on November 15, 2024, to Blake Dunford at bdunford@stancog.org. Emails should have the subject line “Regional ATP Cycle 7 – NAME OF AGENCY”.

Project Selection Process

Project Scoring Committee

StanCOG staff will form a Project Scoring Committee of volunteers from local agency staff to assist in reviewing and evaluating regional supplemental applications. StanCOG staff will add up each member’s score and divide the sum by the number of evaluators to get an average score.

The Scoring Committee shall consist of one member of StanCOG as a facilitator, one or two member(s) of StanCOG as a scorer, and six members of staff from local agencies. Two spots on the Scoring Committee must be filled by the City of Modesto and Stanislaus County. With the exception of StanCOG, no local agency may have more than one staff member on the Scoring Committee. Members may not score their agency’s project. At this time, consultants will not be considered for participation on the Scoring Committee.

The Scoring Committee’s recommendation and project scores will be presented to StanCOG’s committees and to the Policy Board. The Policy Board will make the decision to program the projects.

Scoring Criteria

A project can earn a total final score of ~~100~~ **105** points. StanCOG will use the same applicable criteria used in the statewide program, except that a bonus of five additional points will be awarded based on adherence to regional goals. (See Scoring Topic M, “Regional Goals.”)

Scoring Topic	Large	Medium	Small	Plans	Non-Infrastructure Only
Benefits to Disadvantaged Communities (DAC)	10	10	10	30	10
Need	38	40	52	20	40
Safety	20	25	25		10
Public Participation and Planning	10	10	10	25	15
Scope and Plan Layout Consistency and Cost Effectiveness	7				
Scope and Plan Layout Consistency		5	3		10
Context Sensitive and Innovation	5	5			5
Transformative Projects	5				
Evaluation and Sustainability					10
Leveraging	5	5			
Implementation and Plan Development				25	
<u>Regional Goals</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>
Corps	(0 or -5)	(0 or -5)	(0 or -5)		(0 or -5)
Past Performance	(0 to -10)	(0 to -10)	(0 to -10)	(0 to -10)	(0 to -10)
Total	100	100	100	100	100
Total	105	105	105	105	105

A. Benefit to Disadvantaged Communities. The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants must also explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project. If displacement is not an issue, applicants must explain why it is not a concern for the community. For more information, please refer to Appendix E of the state guidelines.

B. Need. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit

facilities, community centers, health care facilities, employment centers, and other destinations; potential to promote equity of access to shared public infrastructure for people of all ages and varying abilities; and potential to increase and improve the connectivity and mobility of non-motorized users.

- C. Safety.** Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists, with the consideration of safety concerns for students, older adults, and persons with disabilities.
- D. Public Participation and Planning.** Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders and community-based organizations) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response. Additionally, for large infrastructure and large infrastructure/non-infrastructure combination projects, applicants will be awarded points for the inclusion of the project in an adopted active transportation plan or similar plan. Eligible plans must be developed through a comprehensive process. The StanCOG Non-Motorized Plan will be considered an acceptable adopted plan.
- E. Scope and Plan Layout Consistency and Cost Effectiveness (Large Only).** Evidence that the application, scope, and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. Scope and Plan Layout Consistency.** Evidence that the application, scope, and plan layout are consistent with one another and depict what is being proposed.
- G. Context-Sensitive Bikeways/Walkways and Innovative Project Elements.** The "recognized best" solutions appropriate for the local community context will be considered. Applicants should discuss how the project advances a lower-stress environment or a low-stress network. Additionally, applicants should provide a description of the innovative features of the project or explain why the context of the project best lends itself to standard treatments/features.
- H. Transformative Projects.** Evidence of the transformative nature of the project will help to inform the score. Applicants should describe how nearby projects and local policies and ordinances will contribute to the project's transformative nature. In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing, and how the project will advance local transportation and land use goals. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) Prohousing Designation Program and to describe how local policies align with prohousing criteria. IF housing is not an issue for the community, the applicant should explain why it is not a concern.
- I. Evaluation and Sustainability.** How will the effectiveness of the program be measured and sustained after completion?

- J. Leveraging.** Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.
- K. Implementation and Plan Development.** Specific to applicants using the “plan” application form. Evidence that the plan will lead to the implementation of the identified projects.
- L. Regional Goals. Projects that are included in StanCOG’s Regional Transportation Plan (RTP) and advance the RTP goals will be awarded an additional 5 points.**
- M. Corps.** Use of the California Conservation Corps or a certified local 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. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate.
- a. General information and instructions for consulting with the Corps on ATP projects can be found at the California Conservation Corps website or at the California Association of Local Conservation Corps website.
 - b. The California Conservation Corps can be contacted at atp@ccc.ca.gov.
 - c. Certified local community conservation corps can be contacted at inquiry@atpcommunitycorps.org.
 - d. Direct contracting with the California Conservation Corps or a certified local community conservation corps without bidding is permissible, provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.
 - e. Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application.
 - f. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.
- N. Past Performance.** Applicant’s performance on past ATP projects. Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that are the fault of the applicant. StanCOG will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Contact and Submittal

For further information on eligible projects, submittal of applications or other questions related to the Regional ATP, please contact Blake Dunford at (209) 525-4894 or bdunford@stancog.org.

Last Updated – March 27, 2024

The complete application packet shall be submitted by November 15, 2024, at 5:00 p.m. to Blake Dunford at bdunford@stancog.org with the Subject Line: “Regional ATP Cycle 7 – NAME OF AGENCY.”

**STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION #
APPROVING THE GUIDELINES FOR THE 2025 REGIONAL
ACTIVE TRANSPORTATION PROGRAM**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for the Stanislaus region, pursuant to State and Federal designation; and

WHEREAS, the California Transportation Commission (CTC) oversees the Active Transportation Program (ATP); and

WHEREAS, the ATP provides funding to regions with populations greater than 200,000 to be administered in a regional ATP funding program; and

WHEREAS, regional ATP guidelines are required to be adopted for the program to be administered; and

WHEREAS, the Stanislaus region consisting of the boundaries of Stanislaus County is greater in population than 200,000; and

WHEREAS, StanCOG is the designated recipient of these funds and is responsible for administering a competitive program; and

WHEREAS, StanCOG staff have prepared the necessary regional guidelines for the program; and

WHEREAS, distribution of funding for the 2025 Regional ATP funding round will use the methodology as set in the respective guidelines; and

WHEREAS, StanCOG staff will release the 2025 Regional ATP Call for Projects after adoption of the guidelines by the StanCOG Policy Board and the CTC.

NOW, THEREFORE BE IT RESOLVED that the 2025 Regional ATP Guidelines set forth herein is hereby approved.

BE IT FURTHER RESOLVED that the Executive Director or their designee is authorized to make administrative changes, as needed, so that the program is implemented in the most efficient and cost-effective manner possible.

THE FOREGOING RESOLUTION was introduced at a regular meeting of the Stanislaus Council of Governments, on the 17th day of April 2024. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: **April 17, 2024**

JAVIER LOPEZ, CHAIR

ATTEST:

ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

DRAFT