

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 17-18, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.8, Action

Prepared By: Emma Mallonee
Associate Transportation Planner

Published Date: October 11, 2024

Subject: Adoption of Amended 2025 Active Transportation Program Regional Guidelines for the Sacramento Area Council of Governments and the Delegation of Authority to Approve Amended 2025 Active Transportation Program Regional Guidelines for the Santa Barbara County Association of Governments Resolution G-24-71, Amending Resolution G-24-49

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the amended 2025 Active Transportation Program Regional Guidelines for the Sacramento Area Council of Governments, as proposed in Attachment B, and delegate the authority to approve the amended 2025 Active Transportation Program Regional Guidelines for the Santa Barbara County Association of Governments, as proposed in Attachment B, to the Commission's Executive Director, pending their adoption by the Santa Barbara County Association of Governments' Board of Directors at its October 24, 2024 meeting.

Issue:

The Budget Act of 2024, signed by the Governor on June 29, 2024, included a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget. In order to maintain the funding commitments to the 2023 Program, it was necessary to reduce the funding available to the 2025 Program. At the August 15-16 Commission meeting, the Commission adopted a revised fund estimate and amended the 2025 Active Transportation Program state guidelines to reflect the reduced funding available.

The amended 2025 Active Transportation Program state guidelines require any metropolitan planning organization proposing substantive changes to their regional Active Transportation Program guidelines must gain approval from the Commission. However, technical, non-substantive changes can be approved at the staff level. The proposed amendments to the 2025 Active Transportation Program regional guidelines for the Santa Barbara County Association of Governments and the Sacramento Area Council of Governments outline policies and procedures for managing the reduced 2025 Active Transportation Program funding capacity. Specifically, the Santa Barbara County Association of Governments and the

Sacramento Area Council of Governments, are proposing the following changes to their 2025 Active Transportation Program Regional Guidelines:

Santa Barbara County Association of Governments:

- Revise the major milestone dates for the development and adoption of the regional call for projects.
- Borrow regional 2025 Active Transportation Program funding resources from the Kern Council of Government (\$1.692 million) and the Tahoe Regional Planning Agency (\$270,000), as allowed under the amended 2025 Active Transportation Program state guidelines.
- Split funding resources between the North County and South Coast based on population share from the 2020 United States Census.
- Add criteria to determine which project(s) will be funded if two or more project applications receive the same score and are at the funding cut-off score.

The Santa Barbara County Association of Governments is requesting approval of their amended 2025 Active Transportation Program Regional Guidelines, pending adoption by the Santa Barbara County Association of Governments' Board of Directors on October 24, 2024. The Commission's delegation of authority to the Commission's Executive Director to approve the amended regional guidelines will allow the Santa Barbara County Association of Governments' call for projects to commence right after board approval on October 24, 2024. As noted in Resolution G-24-71 in Attachment A, if the amended 2025 Active Transportation Program Regional Guidelines ultimately adopted by the Santa Barbara County Association of Governments differ substantively from the guidelines shown in Attachment B, the Santa Barbara County Association of Governments must submit a new request to the Commission for Commission approval at the December 5-6, 2024 meeting. Commission staff will report back to the Commission on the status of the amended 2025 Active Transportation Program Regional Guidelines for the Santa Barbara County Association of Governments at the December 5-6, 2024 Commission meeting.

The Kern Council of Governments and the Tahoe Regional Planning Agency did not propose regional 2025 Active Transportation Program guidelines, so these agencies do not have guidelines requiring amendments to document their agreement to loan their 2025 Active Transportation Program funding to the Santa Barbara County Association of Governments. However, both agencies provided the Commission loan agreements, signed by their Executive Directors. These agreements are included in Attachment B.

Sacramento Area Council of Governments:

- Adds a maximum project request size of \$2 million for infrastructure projects.
- Restricts each agency to submitting only one project application to the regional call for projects.
- Extends the deadline for applications to be submitted to the regional call for projects from August 30, 2024 to September 30, 2024.

Background:

The Active Transportation Program 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 Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The 2025 Active Transportation Program is the program's seventh cycle. The 2025 Active Transportation Program Guidelines describe the policies, standards, criteria, and procedures for the program's development, adoption, and management and were adopted by the Commission on March 22, 2024. Amended guidelines were adopted by the Commission on August 16, 2024. Applications to the 2025 Active Transportation Program were due on June 17, 2024. The Commission received 277 applications, with projects valued at \$4.1 billion and funding requests totaling \$2.5 billion. Staff recommendations for the Statewide and Small Urban and Rural components will be released by November 1, 2024, and the program of projects is expected to be adopted at the Commission's December 2024 meeting. The Commission will adopt the metropolitan planning organization component program of projects at its June 2025 meeting.

Attachments:

- Attachment A: Resolution G-24-71, Amending Resolution G-24-49
- Attachment B: Amended 2025 Active Transportation Program Guidelines for the Santa Barbara County Association of Governments, and the Sacramento Area Council of Governments

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of Amended 2025 Active Transportation Program Regional Guidelines
for the Sacramento Area Council of Governments and the Delegation of Authority
to Approve Amended 2025 Active Transportation Program Regional Guidelines for
the Santa Barbara County Association of Governments

RESOLUTION G-24-71, AMENDING RESOLUTION G-24-49

- 1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking, and
- 1.2 **WHEREAS**, Senate Bill 99 allows the California Transportation Commission (Commission) to adopt separate Active Transportation Program guidelines outlining the policies and procedures for project selection in the statewide and regional competitions; and
- 1.3 **WHEREAS**, the Commission adopted the statewide 2025 Active Transportation Program Guidelines on March 22, 2024; and
- 1.4 **WHEREAS**, the Commission adopted 2025 Active Transportation Program Regional Guidelines for six metropolitan planning organizations on June 27, 2024; and
- 1.5 **WHEREAS**, the Budget Act of 2024, signed by the Governor on June 29, 2024, reduced the one-time, \$1.049 billion funding augmentation from the General Fund for the Active Transportation Program by \$400 million; and
- 1.6 **WHEREAS**, the 2025 Active Transportation Program Fund Estimate was decreased by \$400 million to maintain the funding commitments made to the 2023 Active Transportation Program thus necessitating an Amendment to the 2025 Active Transportation Program Guidelines; and
- 1.7 **WHEREAS**, the Commission adopted the statewide Amended 2025 Active Transportation Program Guidelines on August 16, 2024; and
- 1.8 **WHEREAS**, the purpose of the Amendment to the 2025 Active Transportation Program Guidelines is to identify the Commission's policy, standards, criteria, expectations, and procedures for managing the reduced 2025 Active Transportation Program funding capacity, and thus provide guidance to applicants, implementing agencies, Metropolitan Planning Organizations, and the California Department of Transportation; and

- 1.9 **WHEREAS**, Commission staff is authorized to make minor technical changes as needed to the guidelines; and
- 1.10 **WHEREAS**, Commission staff is authorized to approve technical, non-substantive changes as needed to the Metropolitan Planning Organization's regional guidelines; and
- 1.11 **WHEREAS**, the Santa Barbara County Association of Governments and the Sacramento Area Council of Governments submitted amended regional guidelines to the Commission for approval by September 20, 2024; and
- 1.12 **WHEREAS**, the Santa Barbara County Association of Governments' requested approval of their amended 2025 Active Transportation Program Regional Guidelines, pending adoption by the Santa Barbara County Association of Governments' Board of Directors on October 24, 2024; and
- 1.13 **WHEREAS**, the Commission's delegation of authority to the Commission's Executive Director to approve the Santa Barbara County Association of Governments' amended regional guidelines will allow the Santa Barbara County Association of Governments to commence their regional call for projects right after its board approval on October 24, 2024.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the Amended 2025 Active Transportation Program Regional Guidelines proposed by the Sacramento Area Council of Governments and delegates to the Commission's Executive Director the authority to approve Amended 2025 Active Transportation Program Regional Guidelines proposed by the Santa Barbara County Association of Governments.

Reference Number 4.8
Attachment B
October 17-18, 2024

AMENDMENT NO.2 TO THE 2025 CYCLE 7 SBCAG ACTIVE TRANSPORTATION PROGRAM LARGE METROPOLITAN PLANNING ORGANIZATION GUIDELINES

2024 State Budget General Fund Reduction

This Amendment to the 2025 Cycle 7 SBCAG Active Transportation Program (ATP) Large Metropolitan Planning Organization (MPO) Guidelines (Amendment) outlines the policies and procedures for managing the \$400 million funding reduction to the State 2025 Active Transportation Program. The Santa Barbara County Association of Governments approved original Large MPO guidelines for Santa Barbara County in May 2024 and guidelines were approved by the California Transportation Commission (Commission) in June 2024 ([link to original guidelines](#)).

Unless otherwise expressly modified by this Amendment, the Santa Barbara County Association of Governments (SBCAG) will adhere to the 2025 Cycle 7 SBCAG ATP Large MPO Guidelines in the administration of the program. Amended or added language is shown below.

The 2025 Active Transportation Program Guidelines are available on the Commission’s website: <https://catc.ca.gov/-/media/catc-media/documents/programs/atp/2025-active-transportation-program-guidelines-final-adopted-a11y.pdf>. The Commission’s Amendment to the 2025 Active Transportation Program Guidelines are available [here](#).

I. INTRODUCTION

Subsection 3. The Program Schedule and Funding Years is deleted and replaced as follows:

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 – New dates are provided below
CTC approves or rejects SBCAG ATP Large MPO Guidelines	10/18/2024	
SBCAG Board approves Amendment to Guidelines		10/24/2024
SBCAG Call for projects		10/24/2024
Submit pre-application		11/6/2024
Applications due to SBCAG		11/22/2024 by 5 p.m. PT
SBCAG Scoring committee evaluates applications		December 2024
Present project recommendations to TTAC, Subregional Committees		January 2025
SBCAG Board approves projects		1/16/2025
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

Subsection 1. Sources is deleted and replaced as follows:

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 amended at the August 16, 2024, CTC meeting. The regional share available for Santa Barbara County for Cycle 7 of ATP funding (FY 2025-26 through FY 2028-29) is \$0.834 million per the amended 2025 ATP Fund Estimate ([Appendix A](#)).

As allowed by the Commission, SBCAG is borrowing Large MPO shares for the 2025 ATP Cycle from Kern COG (Bakersfield) Region and Lake Tahoe (Bi-State) Region. These funds must be repaid to the loaner MPOs in the 2027 Active Transportation Program (Cycle 8).

By utilizing SBCAG's revised Large MPO share, borrowing from Kern and Lake Tahoe regions, the SBCAG region will forgo a Cycle 8 process.

Santa Barbara (SBCAG) Large MPO Share (\$ in thousands)	2025-26	2026-27	2027-28	2028-29	4-Year total
State	\$349	\$349	\$359	\$566	\$1,623
Federal	-	-	\$341	\$832	\$1,173
Total	\$349	\$349	\$700	\$1,398	\$2,796

Subsection 2. Distribution is deleted and replaced as follows:

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 \$1.461 million (52%)
- South Coast will receive an apportionment of \$1.335 million (48%)

A minimum of 25% of the funds distributed to SBCAG (\$699,000) must benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria.)

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.

Cycle 7 Amendment

Due to budget cuts reducing the statewide fund estimate from \$568.7 million to \$168.7 million, the California Transportation Commission (CTC) has amended their Active Transportation Program Guidelines to provide more flexibility to MPOs to administer the regional program. SACOG commits to remain consistent with the amendments written into the CTC’s Statewide ATP Guidelines. In alignment with the Statewide Guidelines, SACOG will fund pre-construction phases of projects in all circumstances. The applicant must demonstrate how it intends to fund the construction of a useable segment, consistent with the project application. The expectation is that once funding becomes available, the remaining phases shall be funded prior to funding any new projects. Additionally, under the Project Screening section, an infrastructure maximum of \$2 million has been added.

To ensure that this Cycle of funding is competitive, each agency must submit only one project application.

Program Schedule and Funding Years

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

Statewide Call for Projects	March 21,2024
Statewide ATP Deadline	June 17, 2024

Project applications due to SACOG	September 30, 2024
Statewide Recommendations Released	November 2024
SACOG staff funding recommendations	March 2025
SACOG Board adopts funding recommendations	April 2025
SACOG funding recommendations submitted to CTC	April 2025
CTC adopts SACOG selected ATP projects	June 2025

Funding Sources and Distribution

The Statewide ATP is funded from various federal and state funds. The approximate funding distribution for the 2025 ATP is \$168.7 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 \$4.721 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	\$590,000	\$590,000	\$606,000	\$954,000	\$2,740,000
Federal	\$0	\$0	\$574,000	\$1,406,000	\$1,980,000
Subtotal	\$590,000	\$590,000	\$1,180,000	\$2,360,000	\$4,721,000

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 does not exceed the maximum dollar amount for an infrastructure project, meets the minimum for a 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 maximum is \$2,229,400 (\$2,000,000 funding request + \$229,400 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 Sacramento Region Parks and Trails Strategic Development 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.

MEMORANDUM OF UNDERSTANDING
Between the Tahoe Regional Planning Agency and the
Santa Barbara County Association of Governments

This Memorandum of Understanding (MOU) between the Tahoe Regional Planning Agency (TRPA) and the Santa Barbara County Association of Governments (SBCAG) is entered into with the authorization of the Boards of Directors of the respective agencies, or as such authority is otherwise delegated to the Executive Director of each agency.

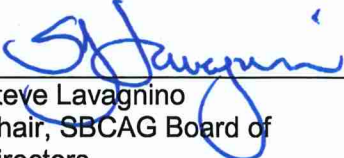
The parties do agree as follows:

1. TRPA exchanges \$270,000 in Active Transportation Program (ATP) Large Metropolitan Planning Organizations (MPO) apportionment in Cycle 7 with SBCAG for an equivalent amount of ATP Large MPO apportionment from SBCAG effective ATP Cycle 8.
2. Apportionment and programming changes will be made and approved by the California Transportation Commission respectively to TRPA's and SBCAG's respective apportionment balances to reflect the exchange of funds that are the subject of this MOU.
3. This MOU is in effect for a one-time exchange of ATP funds.
4. The exchange of funding may also be subject to programming adjustments by each region that is reflective of current policy for programming projects in the Federal Transportation Improvement Program (FTIP).
5. It is responsibility of TRPA and SBCAG to communicate to the California Transportation Commission in a timely manner, via a letter, the exchange of funds.
6. Amendments to this MOU will be in writing and approved by the Board of Directors of TRPA and SBCAG, unless such authority is otherwise delegated to the Executive Director of each agency.
7. This MOU may be executed in several counterparts, all of which taken together shall constitute a single agreement between the parties.

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MOU for exchange of Active Transportation Funds made and entered into on this 19th of September 2024.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS



Steve Lavagnino
Chair, SBCAG Board of
Directors

September 24, 2024

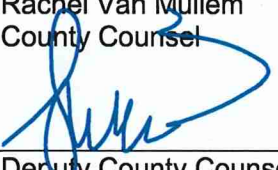
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ATTEST:



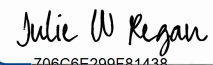
Marjie Kim
Executive Director
Clerk of the Board

APPROVED AS TO FORM:

Rachel Van Mullem
County Counsel


Deputy County Counsel

Tahoe Regional Planning Agency

Signed by:


706C6E290F31438...
Executive Director, TRPA
Julie W. Regan

September 24, 2024

MEMORANDUM OF UNDERSTANDING
Between the Kern Council of Governments and the
Santa Barbara County Association of Governments

This Memorandum of Understanding (MOU) by and between the Kern Council of Governments (Kern COG) and the Santa Barbara County Association of Governments (SBCAG) is entered into with the authorization of the Boards of Directors of the respective agencies, or as such authority is otherwise delegated to the Executive Director of each agency.

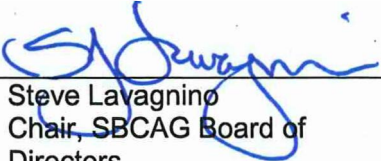
The parties do agree as follows:

1. Kern COG exchanges \$1,692,000 in Active Transportation Program (ATP) Large Metropolitan Planning Organizations (MPO) apportionment in Cycle 7 with SBCAG for an equivalent amount of ATP Large MPO apportionment from SBCAG effective ATP Cycle 8.
2. Apportionment and programming changes will be made and approved by the California Transportation Commission respectively to Kern COG's and SBCAG's respective apportionment balances to reflect the exchange of funds that are the subject of this MOU.
3. This MOU is in effect for a one-time exchange of ATP funds.
4. The exchange of funding may also be subject to programming adjustments by each region that is reflective of current policy for programming projects in the Federal Transportation Improvement Program (FTIP).
5. It is responsibility of Kern COG and SBCAG to communicate to the California Transportation Commission in a timely manner, via a letter, the exchange of funds.
6. Amendments to this MOU will be in writing and approved by the Board of Directors of Kern COG and SBCAG, unless such authority is otherwise delegated to the Executive Director of each agency.
7. This MOU may be executed in several counterparts, all of which taken together shall constitute a single agreement between the parties.

[This area intentionally left blank. Signatures on following page.]

MOU for exchange of Active Transportation Funds made and entered into on this 19th of September 2024.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS



Steve Lavagnino
Chair, SBCAG Board of
Directors

9.19.24

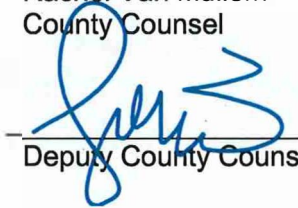
Date

ATTEST:



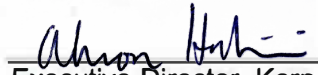
Marjie Kirk
Executive Director
Clerk of the Board

APPROVED AS TO FORM:
Rachel Van Mullem
County Counsel



Deputy County Counsel

Kern Council of Governments



Executive Director, Kern COG