M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2015

Reference No.: 4.10
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE 2015 ACTIVE TRANSPORTATION PROGRAM GUIDELINES MPO COMPETITIVE COMP0NENT - SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, AND FRESNO COUNCIL OF GOVERNMENTS RESOLUTION G-15-17**

ISSUE:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the Commission, at the request of a metropolitan planning organization (MPO), to adopt guidelines for administering the MPO competitive component of the Active Transportation Program (ATP). The Southern California Association of Governments (SCAG) and the Fresno Council of Governments (FCOG) requested that the Commission adopt amendments to the 2015 ATP Guidelines for use in administering their MPO competitive selection process.

RECOMMENDATION:

Staff recommends that the Commission adopt amendments to the 2015 Active Transportation Program Guidelines for the project selection criteria proposed by SCAG and FCOG.

Project selection criteria amendments proposed by each MPO are set forth in the following attachments:

- Southern California Association of Governments (Attachment 1)
- Fresno Council of Governments (Attachment 2)

BACKGROUND:

The Commission adopted statewide guidelines for administering the 2015 Active Transportation Program at its March 2015 meeting. While the statewide guidelines may be used for administering the MPO competitive component of the ATP, the nine MPOs charged with programming funds to projects in the MPO competitive component were provided discretion in Senate Bill 99 to develop MPO guidelines with regard to project selection. Guidelines prepared by the MPOs and adopted by

the Commission may differ from the Commission's adopted statewide guidelines in the following areas:

- Supplemental call for projects
- Definition of disadvantaged community
- Match requirement
- Scoring criteria and weighting
- Minimum project size

The 2015 ATP schedule requires MPOs to submit their guidelines to the Commission by June 1, 2015 for adoption at the June Commission meeting.

The SCAG and FCOG requested adoption by the Commission of proposed amendments for administering the MPO competitive component of the program. Staff reviewed the MPO guidelines with respect to the areas for which the Commission provided flexibility and found those areas consistent with the statewide ATP Guidelines. The following summarizes the areas proposed for amendment:

	SCAG	FCOG
Scoring criteria and weighting	X	X
Minimum project size		X
Match requirement		
Definition of disadvantaged community		X
Supplemental call for projects		X

Southern California Association of Governments

Each of the six county transportation commissions in the SCAG region will add up to ten points to supplement the state scores for consistency with local/regional plans within their respective county.

Fresno Council of Governments

- No minimum fund award request required.
- Modifies the definition of disadvantaged communities to include severely disadvantaged communities. Applicants must clearly demonstrate a direct, meaningful, and assured benefit to a community in an area identified as among the most disadvantaged 10% in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.
- Awards additional points to projects benefitting severely disadvantaged communities.
- Requires applicants to submit a supplemental application.

The Commission adopted 2015 ATP Guidelines proposed by the Metropolitan Transportation Commission at the March Commission meeting (Resolution G-15-05) and adopted 2015 ATP guidelines proposed by the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Tulare County Association of Governments at the May Commission meeting (G-15-11).

The remaining MPOs, the San Joaquin Council of Governments and the Stanislaus Council of Governments, plan to hold a supplemental call for projects, but do not propose amendments to the 2015 ATP Guidelines. The Kern Council of Governments does not plan to hold a supplemental call for projects and does not propose amendments to the 2015 ATP Guidelines.

Attachments

1. CTC Resolution G-15-17
2. Southern California Association of Governments 2015 ATP Guidelines Proposal
3. Fresno Council of Governments 2015 ATP Guidelines Proposal

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2015 Regional Active Transportation Program Guidelines
Southern California Association of Governments and
Fresno Council of Governments
June 25, 2015

RESOLUTION G-15-17

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

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

1.3 WHEREAS the Active Transportation Program Guidelines (Resolution G-15-04) requires the Commission to adopt a metropolitan planning organization's use of different project scoring criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities, and

1.4 WHEREAS the Active Transportation Program Guidelines (Resolution G-15-04) require metropolitan planning organizations to submit their guidelines to the Commission by June 1, 2015, and

1.5 WHEREAS metropolitan planning organization guidelines were submitted by the Southern California Association of Governments on May 18, 2015; by the Fresno Council of Governments on May 29, 2015.

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the project selection criteria proposed by the Southern California Association of Governments, and the Fresno Council of Governments for administering their respective 2015 metropolitan planning organization competitive programs, as presented by Commission Staff on June 25, 2015, and

2.2 BE IT FURTHER RESOLVED that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation.

REPORT

AGENDA ITEM NO. 3

DATE: April 2, 2015

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land-Use Planning & Environment, liu@scag.ca.gov, 213-236-1838

SUBJECT: 2015 Active Transportation Program (ATP) Regional Guidelines

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION EAC, TC:
Recommend the Regional Council approve the 2015 Active Transportation Program Regional Guidelines.

RECOMMENDED ACTION RC:
Approve the 2015 Active Transportation Program Regional Guidelines and authorize the Executive Director to submit the guidelines to the California Transportation Commission for final approval.

RECOMMENDED ACTION CEHD, EEC:
Receive and File

EXECUTIVE SUMMARY:
On March 26, 2015, the California Transportation Commission (CTC) adopted the Active Transportation Program (ATP) Statewide Guidelines and announced the 2015 Call for Projects. The 2015 ATP budget is anticipated to be approximately $300 million and will cover fiscal years 2016/17-2018/19. Approximately 60% of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent of the total funding awards will be recommended by regional MPOs; SCAG's share of the MPO component is approximately $70 million. Similar to the 2014 ATP, SCAG is required to collaborate with the County Transportation Commissions to adopt regional guidelines that outline the criteria and process for selecting projects that are recommended for funding as part of the MPO component. After approval of the Regional Council, the attached 2015 Active Transportation Program Regional Guidelines will be submitted to the California Transportation Commission for adoption. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners

BACKGROUND:
The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the Active Transportation Program 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.

Funds awarded through the ATP program are selected by the state (60% of total funds) as well as regional MPOs (40% of total funds).

Regional Guidelines

The ATP Regional Guidelines (Guidelines) outline the process by which SCAG in collaboration with the county transportation commissions intends to meet its requirements for implementing the project selection process for the 2015 ATP Regional Program. The Guidelines must be consistent with direction established in the Statewide Guidelines and be approved by the Regional Council and the CTC. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines. Consequently, the 2015 Regional Guidelines remain largely unchanged. Key elements of the guidelines are outlined below:

- Projects selected for the regional program must be submitted as part of a Consolidated (Statewide + Regional) Call for Projects conducted by the CTC between March 26 and May 31, 2015.
- Preliminary scoring will be completed through the Consolidated Call for Projects managed by CTC.
- Projects not selected for the statewide program will be considered for funding in the regional program.
- Each county will have the ability to modify preliminary scores by adding up to 10 points (on a 110 point scale) to projects that are consistent with local and regional plans within each county.
- Geographic equity will be achieved by establishing a preliminary recommended funding list that dedicates no less than 95% of the total regional funds to Implementation Projects proportionate to the population of each county. Implementation Projects may include capital projects as well as non-infrastructure projects, such as Safe Routes to School programs and other educational and enforcement activities.

- Up to 5% of the funding in the regional program will be reserved for the development of active transportation plans. The intent of this reserve to ensure a broad spectrum of projects is funded per the goals of SB 99, while also allowing but not exceeding the requirement that no more than 5% of the regional program be spent on planning.
- SCAG retains the authority to modify the preliminary recommended project list in order to ensure 25% of the total regional program is dedicated to projects benefitting disadvantaged communities, as required by state law.
- The final recommended project list will be reviewed by the CEOs of the county transportation commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program of Projects to SCAG's Regional Council for approval prior to submission to the CTC.

Following approval by the Regional Council and thereafter by the State CTC of the Regional Guidelines, SCAG staff will continue its collaboration with the county transportation commissions to implement the regional project selection process. SCAG staff will provide updates to the Transportation Committee on the regional program, and return to the Regional Council with a recommended program of projects for the 2015 ATP regional program as early as November 2015.

FISCAL IMPACT:
Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.06: Active Transportation Program).

ATTACHMENT:
2015 ATP Regional Guidelines

2015 Active Transportation Program
Southern California Association of Governments Regional Guidelines

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Guidelines outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2015 California Active Transportation Program (ATP). The SCAG region's annual share is approximately $25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately $14 million) plus approximately $11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. These Guidelines relate to the 2015 California Active Transportation Program only, which includes three years of funding in Fiscal Year 2016/17, FY 2017/18 and FY 2018/19. The Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
    - Increase the proportion of trips accomplished by biking and walking.
    - Increase the safety and mobility of non-motorized users.
    - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
    - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
    - Ensure that disadvantaged communities fully share in the benefits of the program.
    - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2015 Active Transportation Program Statewide Guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) 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 Guidelines.
- Per SB 99 and the Statewide Guidelines, the following requirements apply specifically to SCAG:
    - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The

criteria should include consideration of geographic equity, consistent with program objectives;
    - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
    - SCAG must obtain concurrence from the county transportation commissions.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- A large MPO may make up to 5% of its funding available for active transportation plans in disadvantaged communities.
- Non-infrastructure projects are eligible for funding; however, there is not a specific set-aside or cap for this purpose. Non-infrastructure funding is available for start-up or pilot projects that support education, encouragement, and enforcement activities—not ongoing efforts.

Regional Project Selection

In order to expedite the administrative approval process and accelerate project implementation, SCAG intends to build upon the CTC scoring and ranking process and forgo its option to issue a supplemental regional call for projects. This means that an evaluation committee will not be required at the county or regional level within the SCAG region to separately score projects.

- Once projects have been scored and ranked by CTC for the regional program, SCAG and the county transportation commissions will review and, if necessary, recommend modifications to the regional program to ensure specific statutory requirements can be met in a manner that is consistent with the intent of the law and program guidelines.
- Regional Funding Categories
    - Two funding categories will be established for the regional program to support the review and refinement of the regional program by SCAG and the County Transportation Commissions. These categories will include:
        - **Planning Projects** may include the development of active transportation plans consistent with eligibility requirements established by the CTC. Active Transportation planning projects will be funded up to the allotted maximum 5% of the regional program budget. If active transportation plans do not satisfy the 5% maximum allotment of the Regional Program and in consideration of geographic equity, Implementation Projects shall be considered.
        - **Implementation Projects** may include the planning, design, and construction of facilities and/or non-infrastructure projects (e.g., education or traffic enforcement activities).

- No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.
- Up to 5% of the total regional funds will be dedicated to funding Planning Projects, consistent with the intent of the ATP to fund a broad spectrum of projects *and* to ensure that disadvantaged communities have resources to develop ATP plans, which will be an eligibility requirement for future funding cycles. If the total request in the Planning Projects Category is less than 5% of the total regional funds, or if applications in this category fail to meet minimum requirements, then the remaining funds will be allocated to Implementation Projects.

- County Transportation Commission's Role in Project Selection
  - Prior to scoring by CTC, SCAG will provide each county with a list of **Implementation Project** applications submitted within each county.
  - The county transportation commissions will review the Implementation Project lists and determine which projects "are consistent with plans adopted by local and regional governments within the county" per the requirements of SB 99. If a project is consistent, the county will assign up to 10 points to each project. "Plan" shall be defined by each county transportation commission.
  - If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
  - The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of regional projects.
  - The Board or the Chief Executive Officer of each respective county transportation commission will adopt the final recommended project list as further described in the Recommended Regional Program of Projects section below.

- SCAG's Role in Project Selection

  - Implementation Projects Category

    - Following the release of the preliminary scores by CTC, SCAG will develop for each county a ranked Implementation Project list reflecting the base score awarded by Caltrans plus any additional point assignments (up to 10 pts as noted above) made by the respective county transportation commission.

    - The ranked list will include a preliminary funding mark, established by the county's population-based share of no less than 95% of the total regional

funds. The projects from each county above the preliminary funding mark will constitute the preliminary regional project list.

- SCAG will analyze the preliminary regional project list and calculate the total amount of funding to be awarded to disadvantaged communities for **Implementation Projects** across all of the counties.
    - If the total is more than 25%, SCAG will consider the preliminary regional project list as final and include it in the regional program.
    - If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:
        - Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
        - 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 disadvantaged communities' requirements for the regional program are met.
        - As noted in Recommended Regional Program of Projects section below, the CEOs, Caltrans and CTC will have the opportunity to make any final adjustments to the preliminary regional project list to address any inequities that may result from this process.

- Planning Projects Category
    - SCAG will create a ranked list of **Planning Projects** reflecting Caltrans' selection process and scores, and delineating those projects that are above and below the funding mark.
    - SCAG will quantify the percentage of funding dedicated to disadvantaged communities within the Planning Category and determine the amount of funding that needs to be dedicated to disadvantaged communities to ensure requirements are met.

        - SCAG will largely defer to the ranking of CTC in the selection of the planning projects, however, slight adjustments may be made to the ranking to ensure planning projects are supported in all counties.

- Recommended Regional Program of Projects
    - SCAG will combine the projects selected from the Planning and Implementation Projects Categories to create a preliminary Regional Program of Projects (Program).
    - The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Program to SCAG's Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.
    - Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Fresno Council of Governments

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May 29, 2015

Mr. Will Kempton, Executive Director
California Transportation Commission
1120 N Street Room 2221 (MS-52)
Sacramento, CA 95814

Attention: Ms. Laurie Waters

Subject: Fresno Council of Governments Revised 2015 Regional Competitive Active Transportation Guidelines for Cycle 2

Mr. Kempton:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the California Transportation Commission (Commission), at the request of a metropolitan planning organization (MPO), to adopt guidelines for administering the MPO competitive component of the Active Transportation Program (ATP). Therefore, the Fresno Council of Governments (Fresno COG) is pleased to submit for your review and consideration at the upcoming Commission meeting scheduled for June 25th our revised 2015 REGIONAL Active Transportation Program Guidelines as unanimously approved by the Fresno COG Policy Board on May 28, 2015 (Resolution 2015-13).

The proposed Fresno COG guidelines (enclosed) are consistent with the goals of the statewide 2015 ATP guidelines. However, Fresno COG respectfully submits the areas proposed below that differ from the ATP Guidelines for the Commission's consideration:

- Supplemental call for projects
- Definition of disadvantaged community
- Selection criteria and weighting
- Minimum project size

The supplemental application and guidelines for Cycle 2 of the 2015 Fresno Council of Governments Regional Competitive Active Transportation Program were revised and adopted after undergoing 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;
Attachment A – Summary of Revisions to the Cycle 2 Regional ATP Guidelines

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

Attachment B – Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Guidelines
Attachment C – Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Supplemental Application
Attachment D – List of the Fresno COG Regional Competitive ATP Multi-Disciplinary Advisory Group members
Attachment E – Resolution 2015-13, signed on May 28, 2015 by the Fresno COG Policy Board for the adoption of the Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Guidelines

This information is also available online at the Fresno COG website at www.fresnocog.org.

If any additional information is needed or if you should have any questions or comments, please feel free to call Melissa Garza at (559) 233-4148, ext. 210.

Sincerely,

Tony Boren

Tony Boren, Executive Director
Fresno Council of Governments

cc: Laurel Janssen, California Transportation Commission
Laurie Waters, California Transportation Commission

ATTACHMENT A

Summary of Revisions to the Cycle 2 Regional ATP Guidelines

Summary of Changes to Cycle 2 of the 2015 Fresno COG Active Transportation Program Regional Guidelines

SECTION OF THE GUIDELINES	2014 CYCLE 1	2015 CYCLE 2
Milestone Dates	Call for Projects June 26th – August 27th, 2014	**ADJUSTED:** Call for Projects: June 26th-August 7th, 2015 *(Page 3-4 of Guidelines)*
Matching Requirements (to be further updated)	Must include at least 11.47% in matching funds to be eligible. However projects predominantly benefiting a disadvantaged community only need to meet one of the three following options: either provide a local match of at least 11.47%, provide proof that the project is shovel ready or provide proof that the implementing agency has and will continue to partner with an outside agency to implement the project, such as a school district.	**SUBSTATIVE CHANGE:** Eliminates match requirement to be consistent with the statewide guidelines and further adds (in the scoring criteria) that points will be awarded based on the amount of the non-ATP funding pledged/leveraged to the project, *see scoring criteria under Leveraging of non-ATP funds:* *(Page 5 of Guidelines)*
Minimum Request	No minimum fund award request required	**NO UPDATE:** No minimum fund award request required *(Page 5 of Guidelines)*
Maximum Request	No Maximum, but encouraged establishing an ATP funding maximum not to exceed $1 million per project	**TECHNICAL CORRECTION:** "Encourage" ATP fund awards of $1 million or less per project *(Page 5 of Guidelines)*
Funding Set-Asides	No set-aside or minimum requirement for SRTS, Recreational Trails or Active Transportation Plans	**NO UPDATE:** No set-aside or minimum requirement for SRTS, Recreational Trails or Active Transportation Plans *(Page 5 of Guidelines)*
Disadvantaged Communities	Median household income is less than 80% of statewide median or Lowest 10% of CalEnviroScreen or 75% of public school students are eligible to receive free or reduced-price meals	**UPDATED TO BE CONSISENT WITH THE STATEWIDE GUIDELINES:** For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: (1) an area where median household income is 80% or less the statewide average **(no change);**

		(2) an area among the 25% most disadvantaged areas per the CalEnviroScreen scoring tool **(changed from 10% to 25% to be consistent with the statewide guidelines)**; (3) an area where at least 75% of public school students qualify for free or reduced price meals **(no change);**. **THE FOLLOWING CHANGE IS NEW AND CONSIDERED A SUBSTANTIVE CHANGE:** In order for a project to qualify for "severely" disadvantaged community status, it must clearly demonstrate a direct, meaningful, and assured benefit to a community in an area identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. *(Page 9 of Guidelines)*
Project Application	10 hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be submitted by the application deadline.	**UPDATED:** 7 hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be postmarked by the application deadline. ** The scoring committee should be set at 7 scorers *Page 10 of Guidelines*
Scoring Criteria	Benefit to disadvantaged communities. **(0 to 10 points)**	**SUBSTANTIVE CHANGE:** 1. Benefit to "disadvantaged communities". **(0 to 5 points)** 2. Benefit to "severely disadvantaged communities". **(5 to 10 points)** **Description of update:** 1. Benefit to disadvantaged communities change point structure from **(0 to 10 points)** to **(0 to 5 points)** 2. NEW CRITERIA added that would allow projects that are in "severely disadvantaged communities" to qualify for **5 to 10 points** if the project/program/plan proposed warrants the points and provides a direct,

		meaningful, and assured benefit to members of a "severely disadvantaged community". *The definition for a severely disadvantaged community, includes areas identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest version of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores* *(Page 11 of Guidelines)*
Scoring Criteria	No criteria for leveraging non-ATP funds	**UPDATED: NEW AND UPDATED FOR CONSISTENCY WITH THE STATEWIDE GUIDELINES:** Leveraging of non-ATP funds on the ATP project scope proposed. **(0 to 5 points)** Points will be awarded based on the amount of the non-ATP funding pledged to the project, as follows: 1 point: For committing the leveraging funds to a phase(s) of the project where the applicant is requesting new ATP funding. (i.e. not for the completion of a prior phase.) The committed funding must be at least 1% of the total ATP funding requested for the project. Plus: 1 point: 1% to 11.4% of total project cost 2 points: 11.5% to 14.9% of total project cost 3 points: 15% to 19.9% of total project cost 4 points: 20% or more of total project cost *(Page 12 of Guidelines)*
Scoring Criteria	A category included that provides points for shovel ready projects	**UPDATED:** Eliminate the "shovel ready" category from scoring criteria *(Page 12 of Guidelines)*
Project Evaluation Committee		**UPDATED: NEW REQUIREMENT:** Members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period. *(Page 13 of Guidelines)*

Funding Active Transportation Plans (up to 5%)	No fund set-aside for active transportation plans	**NEW AND ADDED FOR CONSISTENCY WITH STATEWIDE GUIDELINES:** No set-aside for active transportation plans; however, the statewide guidelines state that a large MPO, such as Fresno COG, in administering its portion of the program, may make up to 3% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. Though, Fresno COG does not intend to set-aside funding for active transportation plans, no more than 3% of the total ATP regional funds should be used to fund active transportation plans in disadvantaged communities. *The CTC intends to decrease this set aside to 2% in the 2017 cycle, and reassess the set aside for plans in future program cycles.* *(Page 19 of Guidelines)*
Supplemental Application/Questionnaire		UPDATED: NEW OPTION ADDED: **Project Phasing and Segmentation** Agencies are now allowed to phase or segment a project for the Regional ATP if the project was submitted and considered in the statewide call for projects. 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. In addition, the agency must include a detailed description of the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). ***This option was recommended after the Cycle 1 process because projects well over $1 million that were submitted to the statewide call, and were not successful, did not have an option to reduce the project funding request for the Regional ATP. It is possible that the funding request may have been considered too large for the amount of funding available in the Regional ATP.*

ATTACHMENT B

Revised

2015 Cycle 2 Fresno COG Regional Competitive ATP

Guidelines

Fresno Council of Governments

Cycle 2

2015 REGIONAL COMPETITIVE
ACTIVE TRANSPORTATION PROGRAM

GUIDELINES
Adopted by Fresno COG Policy Board on 5-28-15

To be approved by the
California Transportation Commission 6-24-15

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DRAFT

INTRODUCTION

BACKGROUND

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Regional Competitive Fresno Council of Governments (FCOG) Active Transportation Program. The guidelines were developed in consultation with FCOG's Programming Sub-Committee and an Active Transportation Program 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 California Transportation Commission (CTC) must approve these guidelines so that FCOG may carry out the Active Transportation Program at the Metropolitan Planning Organization (MPO) level.

PROGRAM GOALS

Pursuant to statute, the goals of the Active Transportation Program 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.

PROGRAM SCHEDULE

The Cycle 2 Statewide guidelines for the 2015 two-year program of projects were adopted on March 26, 2015 by the CTC. This second program of projects must be adopted by the CTC by December 2015. Subsequent programs must be adopted no later than April 1 of each odd-numbered year; however, the CTC may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2015 Active Transportation Program:

- CTC adopts ATP Fund Estimate – March 26, 2015
- FCOG DRAFT ATP Regional Guidelines to TTC/PAC for approval – May 15, 2015
- FCOG DRAFT ATP Regional Guidelines to FCOG Policy Board for adoption – May 28, 2015
- Submit FCOG ATP Regional Guidelines to CTC – June 1, 2015
- CTC approves or rejects FCOG Final ATP Regional Guidelines – June 24-25, 2015
- Regional Competitive FCOG ATP Call for Projects – June 26-August 7, 2015

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- CTC staff recommendation for statewide portions of the ATP – September 15, 2015
- FCOG Multidisciplinary Advisory Group reviews and scores regional level projects – September 15-23, 2015
- FCOG selected draft project list to TTC/PAC for recommendation of approval – October 9, 2015
- CTC adopts statewide ATP program of projects – October 21-22, 2015
    - *Projects not selected in statewide program compete in the FCOG Regional ATP*
- FCOG selected draft project list to FCOG Policy Board for adoption – October 29, 2015
- Deadline for MPO project programming recommendations to CTC – November 16, 2015
- CTC adopts MPO selected projects – December 9-10, 2015
- FCOG programs selected ATP projects as an amendment to the2015 FTIP-February 2015

FUNDING

SOURCE

The Active Transportation Program 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.

In addition to furthering the goals of this program, all Active Transportation Program projects must meet eligibility requirements specific to at least one Active Transportation Program funding source.

DISTRIBUTION

Active Transportation Program (ATP) funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the Active Transportation Program into multiple, overlapping components. The Active Transportation Program 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.

Per the 2015 ATP Fund Estimate, $3.9 million will be available in the second cycle, that is, $1.9 million per year for Fiscal Year 16/17, 17/18, and 18/19 for the Fresno COG Regional Competitive ATP for FCOG. Per Senate Bill 99, ATP guidelines include a process to ensure that no less than 25 % of overall program funds shall benefit disadvantaged communities.

The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines. Projects selected by MPOs may be in either large urban, small urban or rural areas.

MATCHING REQUIREMENTS

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. **However, if an agency chooses to provide match funds, points will be awarded based on the amount of the non-ATP funding pledged to the project.** Matching funds cannot be expended prior to the CTC allocation of Active Transportation Program funds in the same project phase (permits and environmental studies; plans, specifications, and estimates; right-of- way; and construction). Matching funds must be expended concurrently and proportionally to the Active Transportation Program funds. Matching funds may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project. This is applicable to all project categories. The source of the matching funds may be any combination of local, private, state or federal funds.

REIMBURSEMENT

The Active Transportation Program is a reimbursement program for eligible costs incurred. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, Local Assistance Procedures Manual. Costs incurred prior to CTC 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 $1,000,000 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. These infrastructure, Non-Infrastructure and combined Infrastructure/Non-Infrastructure projects will compete within the same funding source and will be scored accordingly.

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. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

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 (http://www.fhwa.dot.gov/environment/recreational_trails/).

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-

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school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the section PROJECT APPLICANT on page 19 for more information regarding the funding of plans.

ELIGIBILITY

ELIGIBLE APPLICANTS

The applicant and/or implementing agency for Active Transportation Program 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 Active Transportation Program 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.
- Private nonprofit tax-exempt organizations may apply for 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 CTC determines to be eligible.

  For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

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

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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

Entities that are unable to apply for Active Transportation Program 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. Entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project. If another entity agrees to 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 program goals. Because the majority of funds in the Active Transportation Program are federal funds, projects must be federal-aid eligible:

- 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 components proposed for programming, it must provide at least a preliminary estate of costs for all components. PSR guidelines are posted on the CTC's website: http://www.catc.ca.gov/programs/ATP.htm

  A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.

- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure projects on pilot and start-up projects that can demonstrate funding for ongoing efforts. The Active Transportation Program funds are not intended to fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students.
- Infrastructure projects with non-infrastructure components.

EXAMPLE PROJECTS

Below is a list of projects generally considered eligible for Active Transportation Program funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be

eligible if they further the goals of the program. Important—components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Caltrans Local Assistance/ATP website.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
    - Elimination of hazardous conditions on existing bikeways and walkways.
    - Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
- Development of a community wide bike, pedestrian, safe routes to schools or active transportation plan in a disadvantaged community.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation, including but not limited to:
    - Development and implementation of bike-to-work or walk-to-work school day/month programs.
    - Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects.
    - Conducting pedestrian and bicycle safety education programs.
    - Development and publishing of community walking and biking maps, including school route/travel plans.
    - Development and implementation of walking school bus or bike train programs.
    - Components of open streets events directly linked to the promotion of a new infrastructure project.
    - Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety.
    - School crossing guard training.
    - School bicycle clinics.
    - Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the Active Transportation Program.

PROJECT TYPE REQUIREMENTS

As discussed in the Funding Distribution section (above), State and Federal law segregate the Active Transportation Program into multiple, overlapping components. Below is an explanation of the requirements specific to these components.

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DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml
- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. This list can be found at the following link under SB 535 List of Disadvantaged Communities: http://www.calepa.ca.gov/EnvJustice/GHGInvest/
    - In order for a project to qualify for "severely" disadvantaged community status, it must clearly demonstrate a direct, meaningful, and assured benefit to a community in an area identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.
- 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. Data is available at http://www.cde.ca.gov/ds/sd/sd/filessp.asp. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged, or how the project connects a disadvantaged community to outside resources or amenities.

PROJECT SELECTION PROCESS

REGIONAL COMPETITIVE ATP PROJECT SELECTION

The project applications received in this competitive process will be considered along with those not selected through the statewide 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 CTC along with:

- Project applications that were not submitted through the statewide program
- List of the members of its multidisciplinary advisory group
- Description of unbiased project selection methodology
- Program spreadsheet with the following elements
    - All projects evaluated
    - Projects recommended with total project cost, request amount, fiscal years
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)

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PROJECT APPLICATION

The FCOG Regional Competitive Active Transportation Program project applications and supporting information are available at: www.fresnocog.org/ftip.

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

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to 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.

Project applications should be addressed or delivered to:
Fresno Council of Governments
Attn: Melissa Garza
2035 Tulare Street Suite 201
Fresno, CA 93721

Please submit 7- hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be postmarked by the application deadline. .

For questions or concerns, please contact Melissa Garza at mgarza@fresnocog.org or Lindsey Chargin at lindseyc@fresnocog.org. You may also contact us by phone at 559-233-4148.

SCREENING CRITERIA

Demonstrated needs of the applicant: 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.

Projects must be consistent with FCOG's Regional Transportation Plan (RTP): All projects submitted should be "consistent" with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080. Applicants must provide the supporting language cited from the adopted RTP that shows that the submitted project is consistent with the plan.

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; however, applicants will be required to complete and attach the FCOG supplemental application.

SCORING CRITERIA

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various

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components of the Active Transportation Program and requirements of the various fund sources.

1. 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, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. **(0 to 30 points)**

2. Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. **(0 to 25 points)**

3. Public participation and Planning**. (0 to 15 points)**

    a. 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) resulted in the identification and prioritization of the proposed project.
    b. For projects costing $1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan*. In future funding cycles, the CTC expects to make consistency with an approved active transportation plan a requirement for large projects.*

4. Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues, with a description of the intended health benefits of the proposed project. **(0 to 10 points)**

5. Benefit to "disadvantaged communities". **(0 to 5 points)**
   Applicants must:

    a. Demonstrate how the project connects the disadvantaged community(ies) to commonly identified resources or amenities such as medical facilities, employers, parks, community centers and grocery stores.
    b. Provide a map that delineates the specific disadvantaged census tract(s) or school(s) that will benefit from the project in relationship to the project site.

6. Benefit to "severely disadvantaged communities". **(5 to 10 points)**
   Applicants must:

    a. Demonstrate how the project connects the disadvantaged community(ies) to commonly identified resources or amenities such as medical facilities, employers, parks, community centers and grocery stores.
    b. Provide a map that delineates the specific disadvantaged census tract(s) or school(s) that will benefit from the project in relationship to the project site.

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7. Cost-effectiveness. **(0 to 10 points)**

    a. Applicants must discuss the relative costs and benefits of the range of alternatives considered as well as quantify the safety and mobility benefit in relationship to both the total project cost and the funds provided.

    Caltrans has developed a first generation benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level. Applicants must use the benefit/cost model for active transportation projects developed by Caltrans when responding to this criterion (a link to the model is posted on the Commission's website under Programs/ATP). Applicants are encouraged to provide feedback on instructions, ease of use, inputs, etc. This input will be useful in determining future revisions of the model.

8. Leveraging of non-ATP funds on the ATP project scope proposed. **(0 to 5 points)**

9. Use of 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. 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. **(0 or -5 points)**

    The California Conservation Corps can be contacted at atp@ccc..ca.gov. Qualified 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.

10. Applicant's performance on past grants. This may include project delivery, project benefits (anticipated v. actual), and use of the California Conservation Corps or qualified community conservation corps (planned v. actual). Applications from agencies with documented poor performance records on past grants may be excluded from competing or may be penalized in scoring. **(0 or -10 points)**

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 tribal agencies, 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 CTC ATP guidelines. The MAG will then present the recommended project list to the Programming Subcommittee, TTC, PAC and to the Policy Board for approval before requesting final approval from the CTC of the program of projects.

PROGRAMMING

The Active Transportation Program must be developed consistent with the fund estimate and the amount programmed in each fiscal year must not exceed the amount identified in the fund estimate.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Active Transportation Program, 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 Active Transportation Program will include costs for each of the following components:

(1) Permits and environmental studies;
(2) Plans, specifications, and estimates;
(3) Right-of-way
(4) Construction

The cost of each project component will be listed in the Federal Transportation Improvement Program (FTIP) no earlier than in the fiscal year in which the particular project component can be implemented.

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

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 FCOG following completion of the environmental process. If this updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, future ATP funding for the project may be deleted from the program.

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 Active Transportation Program and other committed funding. FCOG will regard funds as committed when they are programmed by the CTC or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by Federal approval of the Federal Statewide Transportation Improvement

Program. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

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 federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

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 (as identified in the CTC's approved 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 project failures in the Cycle 2 Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds.

ALLOCATIONS

The CTC will consider the allocation of funds for a project when it receives an allocation request and recommendation from Caltrans in the same manner as for the STIP (see section 64 of the STIP guidelines). The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding.

Where the project is to be implemented by an agency other than the applicant, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

The CTC will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Active Transportation Program.

In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

<u>Allocation requests for all ATP projects must include a recommendation by the MPO.</u>

In compliance with Section 21150 of the Public Resources Code, the CTC 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. As a matter of policy, the CTC 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. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

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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. FCOG, in administering its Regional Active Transportation Program, must determine which projects to advance and make that recommendation to the CTC. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

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, or construction for another allocated project component, provided that the total expenditure shifted to a component in this way is not more than 20 percent of the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

PROJECT DELIVERY

Active Transportation Program allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the CTC approves an extension. Applicants may submit and the CTC will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) **except** that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for all ATP projects must include a recommendation by FCOG, consistent with the preceding requirements.

If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

Whenever programmed funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the project will be deleted from the Active Transportation Program. Funds available following the deletion of a project may be allocated to a programmed project advanced from a future fiscal year. FCOG, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the CTC. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.

The implementing agency must enter into a cooperative agreement with Caltrans and, if the project is federally funded, obligate the federal funds within six months.

Funds allocated for project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. After the award of a contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the CTC 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 implementing agency has six months after contract acceptance to make the final payment to the contractor or vendor, prepare the Final Report of Expenditures and submit the final invoice to Caltrans for reimbursement.

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 component is

less than the amount allocated, the savings generated will not be available for future programming.

Caltrans will track the delivery of Active Transportation Program projects and submit to the CTC a semiannual report showing the delivery of each project phase.

FEDERAL REQUIREMENTS

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 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 CTC guidelines; section VII, for examples of federal requirements that must be met when administering Active Transportation Program 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 CTC guidelines; section VII, 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 REPORTING

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project from the FCOG Regional Competitive ATP must submit copies of its semi-annual reports and of its final delivery report to FCOG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the project becoming operable, the implementing agency must provide a final delivery report to the CTC which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs as compared to the approved project budget.
- Its duration as compared to the project schedule in the project application.
- Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conduction counts.

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- Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use described in the project application.

Please note that the final delivery report required by this section is in addition to the aforementioned Final Report of Expenditures.

For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete.

Caltrans must audit a random selection of Active Transportation Program projects to evaluate the performance of the project, determine whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and CTC guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof. A report on the projects audited must be submitted to the CTC annually.

ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

- Adopt guidelines and policies for the Active Transportation Program.
- Adopt Active Transportation Program Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- Recommend and adopt a program of projects, including:
    - The statewide component of the Active Transportation Program,
    - The small urban and rural component of the Active Transportation Program and,
    - <u>The MPO selected portion of the program based on the recommendations of the MPOs.</u>
    - Ensure that at least 25% of the funds benefit disadvantage communities.
- Post recommendations and final adopted list of approved projects on the Commission's website
- Allocate funds to projects.
- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted Active Transportation Program. Responsibilities include:

- Assist in the Project Evaluation process as a member of the MAG.
- Perform eligibility and deliverability reviews of Active Transportation Program projects and inform the CTC of any identified issues as they arise.
- Recommend project allocations (including funding type) to the Commission)
- Track and report on project implementation, including project completion.
- Audit a selection of projects.
- Serve as the main point of contact in project implementation

DRAFT

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 disadvantage communities.
- FCOG is using a different definition of a disadvantaged community, project selection criteria, weighting, and minimum project size for its regional competitive ATP selection process than the statewide guidelines. Therefore, FCOG must obtain CTC approval prior to the regional call for projects.
- The projects within FCOG boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects. FCOG must notify the CTC of their intent to have a supplemental call no later than the application 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 is delivered for less or fails. 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 CTC.
- Submit an annual assessment of FCOG's regional competitive ATP in terms of its effectiveness in achieving the goals of the overall Active Transportation Program.

PROJECT APPLICANT

Project applicants nominate Active Transportation Program projects for funding consideration. If awarded Active Transportation Program 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.

ACTIVE TRANSPORTATION PLANS

The Active Transportation Program provides for the creation of Active Transportation Plans. Funding from the Active Transportation Program may be used to fund the development of community wide

active transportation plans in disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans. A list of the components that must be included in an active transportation plan can be found in Section 13, subsection E of the statewide guidelines.

Please note: The statewide guidelines state that a large MPO, in administering its portion of the program, may make up to 3% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. **Although Fresno COG does not intend to set-aside funding for active transportation plans, no more than 3% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Furthermore, the CTC intends to decrease this set aside to 2% in the 2017 cycle, and reassess the set aside for plans in future program cycles. Refer to section 7 of the statewide guidelines for detailed information on "Funding for Active Transportation Plans" and the funding priorities that will be used when evaluating the potential to fund active transportation plan in disadvantaged communities.

PROGRAM EVALUATION

The Active Transportation Program 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 CTC 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 Active Transportation Program 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.

DRAFT

ATTACHMENT C

Revised

2015 Cycle 2 Fresno COG Regional Competitive ATP

Supplemental Application

Fresno Council of Governments

REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM

CYCLE 2

SUPPLEMENTAL APPLICATION

Please read the Application Instructions at
http://www.fresnocog.org/ftip
prior to filling out this application

Project name:

I. SUPPLEMENTAL QUESTIONNAIRE

Project name:

1. **Project Eligibility and Application Completeness**
   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; however, applicants are required to submit this short supplemental questionnaire.

   This project was submitted to the statewide competition. Y / N ☐
   If no, please be advised that a complete application is required.

   This project meets all eligibility guidelines. Y / N ☐

   The project application is complete. Y / N ☐

2. **Recreational Trails Projects Only**

   ☐ Through consultation with the California Department of Parks and Recreation it has been determined that this project meets the federal requirements of the Recreational Trails Program.

   ☐ Not applicable

3. **Severely Disadvantaged Communities (Refers to Question #6 of the Regional Guidelines)** *(5 to10 points)*

   For a project to contribute toward the "Severely" Disadvantaged Communities points, the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets the following criteria:

   An area identified as among the most disadvantaged **10%** in the state according to the CalEPA and based on the latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. This list can be found at the following link under SB 535 List of Disadvantaged Communities:
   http://www.calepa.ca.gov/EnvJustice/GHGInvest/

Applicants must:

a. Demonstrate how the project connects the disadvantaged community(ies) to commonly identified resources or amenities such as medical facilities, employers, parks, community centers and grocery stores.
b. Provide a map that delineates the specific disadvantaged census tract(s) or school(s) that will benefit from the project in relationship to the project site.

☐ Project does not directly benefit a disadvantaged community(ies); therefore, does not meet the requirements for disadvantage community funding consideration.

☐ Project benefits a disadvantaged community(ies) but is not within the most severely disadvantaged 10% in the state according to the CalEPA and based on the latest versions of the CalEnviroScreen scores.

☐ Project benefits a disadvantaged community(ies) and is within the most "severely" disadvantaged 10% in the state according to the CalEPA and based on the latest versions of the CalEnviroScreen scores

4. Project Phasing and Segmentation

Agencies are allowed to phase or segment a project for the Regional ATP if the project was submitted and considered in the statewide call for projects. 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. In addition, the agency must include a detailed description of the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

a. Cover letter describing in detail the project revisions and an explanation of how the revised project is a functional segment and include a description of how the project continues to meet the eligibility requirements of the ATP.
b. Revised engineer's cost estimate.
c. Revised Project Programming Request (PPR) form
d. Description of Cost/Benefit changes as a result of the project revisions.

☐ Project was submitted for consideration in the statewide call for projects and has been altered for consideration in the Regional ATP

☐ Project was submitted for consideration in the statewide call for projects and has NOT been altered for consideration in the Regional ATP

☐ Not Applicable

ATTACHMENT D

List of the Fresno COG Regional Competitive ATP Multi-Disciplinary Advisory Group Members

Fresno COG Regional ATP Cycle 2					
Multidisciplinary Advisory Group Members					
Updated 4/9/2015					
Requirement	**Agency**	**Name**			
Expertise in Bike & Ped projects	Fresno Cycling Club	Nick Paladino	ndpaladino@sbcglobal.net		
Expertise in SRTS projects	CCROPP	Genoveva Islas-Hooker	genoveva@ccropp.org		
Expertise in Disadvantaged Communities	Valley LEAP (Alternate=Leadership Counsel)	Rey Leon (Alternate = Veronica Garibay)	rleon@valleyleap.org	vgaribay@leadershipcounsel.org	
State agency	Caltrans	Pedram Mafi (Alternate=Jim Perrault)	pedram.mafi@dot.ca.gov	james.perrault@dot.ca.gov	
MPO	FCOG	Clark Thompson	clarkt@fresnocog.org		
Local jurisdictions	City of Fresno	Randy Bell (Alternates=Sara Pomare & Jill Gormley)	Randy.Bell@fresno.gov	sara.pomare@fresno.gov	jill.gormley@fresno.gov
	City of Clovis	Shonna Halterman	shonnah@cityofclovis.com		
	Fresno County	Mohammed Alimi (Alternate=Steven Son)	mohammada@co.fresno.ca.us	sson@co.fresno.ca.us	
	Westside Cities Rep.	Danny Reed	dreed@gouveiaengineering.com		
	Eastside Cities Rep.	John Robertson	john.robertson@reedley.com		
School Districts	Fresno Unified	Mary Gonzalez (Alternate=Michael Cortes)	maryj.gonzalez@fresnounified.org	michael.cortes@fresnounified.org	
	FCOE	Lisa Birrell	lbirrell@fcoe.org		
Non-governmental organizations	Maddy Institute	Mark Keppler	mkeppler@csufresno.edu		
	Table Mountain	Angela Karst	akarst@tmr.org		

Cannot participate

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS POLICY BOARD
RESOLUTION NO. 2015-13

In the Matter of:
Adoption of the Fresno COG Regional Competitive Active Transportation Program (ATP) Guidelines

WHEREAS, the Fresno Council of Governments (FCOG) is the regional transportation planning agency for Fresno County and it's 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/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, tribal agencies, 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 Active Transportation Program is subject to public review and comment.

NOW THEREFORE BE IT RESOLVED, that FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive Active Transportation Program as set forth in Attachment A of this resolution.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the California Transportation Commission after the Fresno COG Executive Director has consulted with the Chairs and Vice Chairs of the TTC, PAC and Policy Board.

BE IT FURTHER RESOLVED that the 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.

BE IT FURTHER RESOLVED that Fresno COG 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

ATTACHMENT E

Resolution 2015-13, signed on May 28, 2015 by the Fresno COG Policy Board for the adoption of the Revised 2015 Cycle 2 Fresno COG Regional Competitive ATP Guidelines

failures, major delays or savings in the ATP. The contingency list is valid until the adoption of the next ATP Cycle.

BE IT FURTHER RESOLVED that the Fresno COG 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 maybe appropriate.

THE FOREGOING RESOLUTION was passed and adopted by the FCOG Policy Board on the 28th day of May, 2015.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County

NOES: None

ABSTAIN:

ABSENT:

Signed: _____
Amarpreet Dhaliwal, Chairman

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 28th day of May, 2015.

Signed:

_____
Tony Boren, Executive Director