

Transportation Technical Committee

**Date: Friday, July 10, 2020**  
**Time: 10:00 AM**  
**Place: COG Ash Conference Room**  
**2035 Tulare St., Suite 201, Fresno, CA**

**Americans with Disabilities Act (ADA) Accommodations**

The Fresno COG offices and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG at (559) 233-4148, at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG is unable to accommodate an auxiliary aid or translation request for a public hearing, after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

**OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS THE JULY 10, 2020, TRANSPORTATION TECHNICAL COMMITTEE MEETING AT 8:30 A.M. WILL BE HELD VIA ZOOM.**

**JOINING THE MEETING:**

**[HTTPS://ZOOM.US/J/92027030660?PWD=UHLMNKQRUTBGY2JEM2RRZWTUVY96UT09](https://zoom.us/j/92027030660?pwd=UHLMNKQRUTBGY2JEM2RRZWTUVY96UT09)**

**MEETING ID: 920 2703 0660**

**PASSWORD: 357127**

IF YOU WISH TO ADDRESS THE COMMITTEE DURING THE PUBLIC COMMENT PORTION OF THE AGENDA, CLICK ON THE ICON LABELED "PARTICIPANTS" AT THE BOTTOM CENTER OF YOUR PC OR MAC SCREEN. AT THE BOTTOM OF THE WINDOW ON THE RIGHT SIDE OF THE SCREEN, CLICK THE ICON LABELED "RAISEHAND". YOUR DIGITAL HAND WILL NOW BE RAISED.

**JOIN BY PHONE:**

**(669) 900-6833 US**

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**PASSWORD: 357127**

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THOSE ADDRESSING THE COMMITTEE MUST STATE THEIR FIRST AND LAST NAME AND AGENCY FOR THE RECORD.

TO FACILITATE ELECTRONIC ACCESS, NO PERSON SHALL SPEAK UNTIL RECOGNIZED BY THE CHAIR.

**TRANSPORTATION TECHNICAL COMMITTEE**

The Transportation Technical Committee will consider all items on the agenda. The meeting is scheduled to begin at 8:30 a.m.

**I. TRANSPORTATION CONSENT ITEMS**

**About Consent Items:**

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

- A. **Executive Minutes of June 12, 2020 [APPROVE]**
- B. **City of Fowler Transportation Development Act Claim (Les Beshears) [APPROVE]**
- C. **City of Huron Transportation Development Act Claim (Les Beshears) [APPROVE]**
- D. **Measure C 2020-21 Transportation Development Act Claim (Les Beshears) [APPROVE]**
- E. **Grant Solicitation: Sustainable Transportation Equity Project (STEP) (Trai Her-Cole) [INFORMATION]**
- F. **Electric Vehicle Infrastructure Network Plan Update (Trai Her) [INFORMATION]**

**II. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. **Regional Transportation Plan/Sustainable Communities Strategy**
  - 1. **2022 RTP/SCS Schedule and Milestones (Kristine Cai) [INFORMATION]**
  - 2. **Introduction to Futures Planning (Seth Scott) [INFORMATION]**
- B. **Amendment to the 2021 Regional Active Transportation Program Guidelines, Resolution 2020-11, Amending Resolution 2020-28 (Jennifer Soliz) [APPROVE]**
- C. **SB 743 Implementation Regional Guidelines (Kristine Cai) [ACCEPT]**
- D. **Measure C Regional Transportation Program Update Fiscal Year 2020-21 (Les Beshears) [APPROVE]**

**III. OTHER ITEMS**

- A. **Items from Staff**
- B. **Items from Members**

**IV. PUBLIC PRESENTATIONS**

- A. **Public Presentations**

This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda. **Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to three minutes.**

**JOINT Transportation Technical/Policy Advisory Committee**

- A. **Caltrans Report (Caltrans) [INFORMATION]**

Transportation Technical Committee

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**TTC agenda and annotated agenda in PDF format - ALL EXHIBITS ARE AVAILABLE ON WEBSITE**

**Exhibits:**

Agenda  Annotated Agenda

**I. TRANSPORTATION CONSENT ITEMS**

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**A. Executive Minutes of June 12, 2020 [APPROVE]**

**Exhibits:**

June Minutes

**B. City of Fowler Transportation Development Act Claim (Les Beshears) [APPROVE]**

**Exhibits:**

TDA Claim  Resolution 2020-26

Recommend approving Resolution 2020-26, adopting the City of Fowler's 2020-21 Transportation Development Act claims totaling \$584,546.

**C. City of Huron Transportation Development Act Claim (Les Beshears) [APPROVE]**

**Exhibits:**

TDA Claim  Resolution 2020-27

Recommend approving Resolution 2020-27, adopting the City of Huron's 2020-21 Transportation Development Act claims totaling \$344,829.

**D. Measure C 2020-21 Transportation Development Act Claim (Les Beshears) [APPROVE]**

**Exhibits:**

TDA Claim  Resolution 2020-25

**Summary:** Measure C funds totaling \$1,762,598 are available in 2020-21 for programs Fresno COG administers. In accordance with Fresno County Transportation Authority procedures, Resolution 2020-25 adopts claims for ADA/seniors/paratransit (\$568,348), farmworker vanpools (\$417,268), ride sharing (\$417,268) and administration/planning (\$359,714).

**Action:** Recommend adopting Resolution 2020-25, approving Measure C claims for ADA/seniors /paratransit, farmworker vanpools, ride-sharing and administration/planning.

**E. Grant Solicitation: Sustainable Transportation Equity Project (STEP) (Trai Her-Cole) [INFORMATION]**

**Summary:** The California Air Resources Board (CARB) has up to \$22 million available to fund planning, clean transportation, and supporting projects for multiple grantees across the state. The Sustainable Transportation Equity Project (STEP) is a new pilot that takes a community-based approach to overcoming barriers to clean transportation. STEP aims to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: planning and capacity-building grants and implementation grants.

STEP works to address community residents' transportation needs, increase residents' access to key destinations (e.g., schools, grocery stores, workplaces, community centers, medical facilities), and reduce greenhouse gas emissions.

This solicitation is open to community-based organizations, federally recognized tribes, and local governments interested in implementing community-driven clean transportation projects.

Applications are due no later than 5 p.m. (Pacific Time), Monday, August 31, 2020. Please note that these funding amounts and are subject to change. The final funding amount will be determined through a public workgroup meeting during the solicitation period and the resulting determination will be posted on CARB's website. For future information about the public work group meeting, see: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investmentsand-air-quality-improvement-program/low-0>

CARB will hold four grant applicant teleconferences, at which time staff will be available to answer questions potential applicants' questions regarding eligibility thresholds, proposal components, solicitation processes, and anything else related to the current STEP solicitation.

First applicant teleconference: 3 p.m. June 30, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/3438438249644849933>

Mid-solicitation planning and capacity-building grant applicant teleconference: 10 a.m. July 22, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/6139653545578850573>

Mid-solicitation implementation grant applicant teleconference: 2 p.m. July 22, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/5244172793011062285>


Final applicant teleconference: 3 p.m. Aug. 13, 2020 - Webinar registration: <https://attendee.gotowebinar.com/register/1793756870980326669>

Additional information and the full grant solicitation is available at <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>

Action: Information only. The Committee may provide additional direction at its discretion.

## F. **Electric Vehicle Infrastructure Network Plan Update (Trai Her) [INFORMATION]**

### **Exhibits:**

 EV\_Plan\_Sections\_Base,\_Metrics,\_Funding

Fresno COG received a Caltrans Planning Grant for an electric vehicle readiness plan (EVRP) to support electric vehicle implementation within Fresno County. Using stakeholder engagement and data-driven analysis of electric vehicle forecasting as the foundation, the plan will include information about permitting, funding, and potential siting locations. The project update below provides a status of the project tasks to date.

### *Project Status:*

- Completed performance metrics technical section
- Completed baseline conditions assessment technical section
- Completed funding sources technical section
- Remaining stakeholder engagement (one focus group & two public workshops) have been delayed due to COVID-19. The stakeholder engagement technical memorandum will be completed following the remaining engagements

- Held additional engagement with Inspiration Transportation to discuss vulnerable population criteria for siting
- Siting criteria priorities nearly complete; to be presented at the next working group.

The performance metrics, baseline conditions assessment, and funding sources sections are attached for review and comment. Highlights from each section are provided below.

*Baseline conditions memo:*

- Fresno County is below the state average for electric vehicle adoption
- Many residents within Fresno County face greater obstacles to PEV adoption
- The number of publicly available electric vehicle charging stations within Fresno County is lower than the state average
- Identified emission 'hot spots' would benefit from increased electric vehicle adoption and the associated emissions reduction in emissions

*Performance metrics memo:*

- Comprehensive metrics can be used to monitor strategies and progress on critical areas and contribute to a charging network's success
- Presented effective key performance indicator and key result indicator characteristics
- Identified primary performance indicators and result indicators for identified objectives

*Funding sources memo:*

- Identified funding sources and relevant incentives to serve as baseline resources for the EVRP
- Identified different funding sources available and their target recipients
- Organized funding resources into three categories based on the role that FCOG would serve to maximize impact


**Action:** Information. The Committee may provide additional direction at its discretion.

## II. TRANSPORTATION ACTION/DISCUSSION ITEMS

### A. Regional Transportation Plan/Sustainable Communities Strategy

#### 1. 2022 RTP/SCS Schedule and Milestones (Kristine Cai) [INFORMATION]

**Exhibits:**

 2022 RTP-SCS Milestones

**Summary:** Staff will provide a brief summary of the 2022 RTP/SCS development schedule and process milestones. Attached is a list of the 2022 RTP/SCS key milestones and their timeline.

**Action:** Information only. The Committee may provide additional direction at its discretion.

#### 2. Introduction to Futures Planning (Seth Scott) [INFORMATION]

**Exhibits:**

 Fresno Futures Introduction

**Summary:** Uncertainty about the future is a major challenge inherent in long-range planning. To combat uncertainty, planning agencies are developing diverging assumptions of future conditions against which to model the resilience of their strategies. Notable examples include the California Transportation Plan 2050 (Caltrans) and Plan Bay Area 2050 (Metropolitan Transportation

Commission).

Fresno COG has adopted this practice and will include futures analysis in its 2022 SCS. Each planning scenario's strategies will be tested against several futures: one base future, as well as two-to-three others. Each scenario will be reported and evaluated based on its performance alongside each future, providing a sort of "stress test" for the strategies identified in that scenario.

Today's presentation will introduce the concept of futures and how they will operate within the framework of the development and testing of the SCS scenarios. Next month, staff will propose specific futures for consideration and approval.

**Action:** Information only. The Committee may provide direction at its discretion.

**B. Amendment to the 2021 Regional Active Transportation Program Guidelines, Resolution 2020-11, Amending Resolution 2020-28 (Jennifer Soliz) [APPROVE]**

**Exhibits:**  Resolution 2020-28     Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Shown)  
 Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Accepted)

**Summary:** In April, Fresno COG's Policy Board approved the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines. Those guidelines were submitted to the California Transportation Commission (CTC), with approval originally scheduled for the May meeting. Given the COVID-19 pandemic, the CTC approved an amendment to the 2021 ATP schedule on April 29, 2020, and the program was delayed by approximately three months.

On May 14, 2020, Fresno COG held a virtual workshop to discuss and finalize a revised schedule to align with the amended 2021 ATP. Following the revised schedule, CTC staff reviewed Fresno COG's regional guidelines and recommended changes to maintain the regional scoring committee. To get feedback from the regional Multidisciplinary Advisory Group (MAG), CTC staff delayed the regional guidelines to the August CTC meeting. Based on the discussion at a June 23 workshop, the MAG and staff's proposed changes to the 2021 Regional ATP Guidelines include:

- Point distribution changes to the small infrastructure application scoring criteria in the following categories:
  - Benefit to disadvantaged communities
  - Need
  - Scope and plan layout consistency
  - Leveraging
  - New category added – consistency with Fresno COG's adopted 2018 RTP or an adopted Active Transportation Plan
  - Added clarifying language in funding set-aside, project application and submittal requirements, and scoring criteria categories
  - Supplemental Application required for Regional ATP Call-for-Projects (Appendix B in Guidelines)

The proposed changes are identified in the guidelines, shown in red. These changes are consistent with the statewide guidelines. Regional ATP documents are all included for review and approval and are posted to [fresnocog.org](http://fresnocog.org). Enclosures for this item include:

- Amending Resolution 2020-28
- Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Shown)
- Amended FCOG 2021 Regional ATP Guidelines (Tracked Changes Accepted)

This delay does not significantly impact the 2021 Regional Active Transportation Program. The revised schedule is outlined below.

Project Milestones	Revised Schedule
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Commission approves or rejects MPO guidelines	August 12, 2020
Statewide project applications to Caltrans (postmark date)	September 15, 2020
<b>Regional project application copies and resolutions due to Fresno COG</b>	<b>November 20, 2020</b>
Staff recommendation for statewide and small urban and rural portions of the program posted	February 15, 2021
Fresno COG MAG reviews and scores regional projects	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	March 2021*
Projects not programmed distributed to large MPOs based on location	March 2021*
Fresno COG project recommendations to TTC/PAC for approval	March 12, 2021
Fresno COG project recommendations to Policy Board for adoption	March 25, 2021
Deadline for MPO <b>draft</b> project programming recommendations to the Commission	April 15, 2021
Deadline for MPO <b>final</b> project programming recommendations to the Commission	May 14, 2021
Commission adopts MPO selected projects	June 2021*

\*Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

\*\*Date subject to change

**Action:** Staff and the MAG request that TTC/PAC recommend the Policy Board approve amending Resolution 2020-28 and the amended 2021 Regional Active Transportation Program Guidelines.

C. **SB 743 Implementation Regional Guidelines (Kristine Cai) [ACCEPT]**

**Summary:** Senate Bill 743 (SB 743) was passed by the State legislature in 2013, and incorporated in the California Environmental Quality Act (CEQA) guidelines in 2018. The actual implementation of SB 743 began on July 1, 2020. SB 743 requires level of service (LOS) be replaced with vehicle miles traveled (VMT) as the metric for transportation impact analyses in the CEQA process. SB 743 is going to have profound changes to how local land use development projects and transportation capacity projects are approved. It serves the State's overall climate change goals by encouraging infill development and discouraging greenfield development; supporting green projects, such as transit and active transportation projects and minimizing capacity increasing projects. The intended transportation and land use changes through SB 743 will help people drive less, promote a diversity of land use mixes and encourage alternative transportation such as transit, walking and biking.

Fresno COG has been working closely with the local governments and a consultant team on developing regional guidance and recommendations for SB 743 implementation in the Fresno region. The regional guidelines are intended to provide local agencies with technical tools to navigate through implementation.

Fresno COG's process has resulted in a series of screening criteria to help local jurisdictions screen out



projects that have less-than-significant VMT impacts. The regional guidelines provide recommendations for thresholds and methodologies for VMT analysis. The guidelines also provide substantial evidence for a threshold alternative of 13 percent VMT reduction, as opposed to the State's 15 percent for residential and office projects. Fresno COG staff and its consultant team are developing a VMT tool to estimate VMT/person & VMT/employee for individual projects. This is expected to be available by the end of July. A list of mitigation measures will be included with the tool.

In order to help our member agencies understand and adapt to the new requirements of SB 743, Fresno COG staff will offer a training workshop to local agencies and stakeholders on methodologies and tools recommended.

Fresno COG is not a lead agency for any land use or transportation projects. The recommendations in the regional guidelines are advisory, and may be used by member agencies at their discretion, based on their individual growth policies and economic development goals.

[Draft final document for the SB 743 Implementation Regional Guidelines.](#)

**Action:** Staff requests that TTC/PAC recommend that the Policy Board accept the SB 743 Implementation Regional Guidelines.

D. **Measure C Regional Transportation Program Update Fiscal Year 2020-21 (Les Beshears)**  
**[APPROVE]**

**Exhibits:**

Measure C Update     Revenues and Projects     Rural Plan     Urban Plan

**Summary:** Measure C's Regional Transportation Program includes major highway infrastructure projects approved by the voters in 2007. Total anticipated revenues across all sources increased \$12.5 million from the 2017 adopted plan. Actual project costs declined \$1.27 million; however, total outlays increased \$36 million, reflecting increased internal borrowing costs from Regional Transportation Mitigation Fee projects that Measure C finances.

**Revenues**

Sales tax expectations for 2020-21 were adjusted downward 8.6 percent to reflect the COVID-19 recession, lowering sales tax projections by \$22.2 million.

Currently, \$45.3 million in future State Transportation Improvement Program (STIP) funds are dedicated to the North\Cedar phase of the South Fresno Interchange. The recession may affect future STIP revenues.

The state's three-year SB 1 Local Partnership Program (LPP) formula cycle (2020-21-2022- 23) includes \$1.9 million in additional funding for the final phase of Veterans Boulevard. Staff has submitted an application to the LPP competitive pot of \$7 million for the Golden State Corridor Project and holds \$3.8 million in formula funding reserved, pending award of the competitive program.

The California High-Speed Rail Commission increased the City of Fresno's award to build structures spanning the railroad right-of-way at Veterans Boulevard \$5.8 million to \$33.84 million. The City of Fresno was also awarded a \$10.54 million federal BUILD grant for Veterans Boulevard. That project is now fully funded.

During the 2020 update to the Regional Transportation Mitigation Fee (RTMF), the nexus was expanded and the fee increased to provide funding for the North\Cedar phase of the South Fresno Interchange, increasing anticipated RTMF revenues by \$32 million.

Non-RTMF local development fees decreased \$16.18 million as the City of Fresno secured additional grant funding sources described above to perfect funding for Veterans Boulevard.

Interest earnings increased \$2.1 million.

**The Urban Program**

The urban program has an estimated \$752.87 million in revenues, \$797.92 million in expenses and a net deficit of \$45 million. Net project costs increased \$1.7 million.

Veterans Boulevard costs are anticipated to be \$5.8 million less than in the previous plan. The project is being built in five phases, with the Bullard Extension completed and the UPRR grade separation under construction. The Shaw-to-Barstow connection will be completed in 2020, while the full interchange and Herndon Avenue connection will finish in 2021.

The North/Cedar interchange is the next major project on the urban tier 1 list. Planning, acquisition and design on North/Cedar will proceed concurrently with the rural program, including American Avenue as a single two-phased project with construction anticipated in 2023-24. Cost estimates for North/Cedar are \$9,1 million less than in the previous plan.

The SR 180 landscaping project – from Brawley to Hughes West – is programmed for 2020-21 in the 2020 STIP.

Shaw Avenue – Dewolf to McCall – increased by \$5.37 million to \$24.5 million. The measure will fund 80 percent of the construction cost, with local Clovis development fees providing a 20 percent match.

Herndon – Polk to Milburn – increased by \$9.68 million to \$24 million. The Measure will fund 80 percent of the construction cost, with local Fresno development fees providing a 20 percent match. Due to the reduction in sales tax estimates, construction must be delayed one year to 2022-23.

### **The Rural Program**

The rural program has an estimated \$481.41 million in revenues, \$727.52 million in expenses and a net deficit of \$245.11 million. Net project costs decreased \$2.4 million.

Design continues on Golden State Boulevard, with construction anticipated in 2020-21. After performing preliminary engineering studies, the Union Pacific Railroad determined the class A trail planned along the project would require significant enhancements to various intersections, resulting in a prohibitive cost increase. After conferring with participating member agencies, Fresno COG removed the trail and will work with members to develop an equivalent improvement in each jurisdiction.

The rural program includes \$61.9 million to environmentally clear, design, acquire right-of-way, and construct the American Avenue phase of South Fresno Interchange in sync with the North/Cedar Interchange.

FCTA has approved conducting preliminary studies to explore improvements along the SR 180 West connection to I-5, with the intent of developing a financeable improvement during the life of the current measure that could extend into a proposed third measure.

Action: Information. The Committee may provide further direction at its discretion.

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#### **B. Items from Members**

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#### **A. Caltrans Report (Caltrans) [INFORMATION]**

Transportation Technical Committee  
MINUTES  
Friday, June 12, 2020  
8:30 AM

Meeting held via Zoom.

**Members Present via Teleconference:**

Greg Barfield, City of Fresno-FAX  
Tina Sumner, Fresno Cycling Club  
Debbie Hunsaker, Chamber of Commerce  
Scott Mozier, City of Fresno  
Michael Osborne, City of Mendota/P&P  
Marilu Morales, City of Reedley  
Mike Prandini, BIA  
Mohammad Khorsand, County of Fresno  
Moses Stites, Fresno County Rural Transit Agency  
David Padilla, Caltrans  
Ryan Burnett, City of Clovis  
Tony Boren, Fresno COG

The meeting was called to order at 8:32a.m. by Mr. Barfield (FAX), Chair.

The meeting was called to order at 10:04 a.m. by Mr. Rousseau (Fresno County), Chair. With nine members present via Zoom, there was a quorum to conduct business.

**I. TRANSPORTATION CONSENT ITEMS**

- A. Executive Minutes of May 8, 2020 [APPROVE]
- B. Third Quarterly Work Element and Financial Report (Les Beshears) [APPROVE]
- C. 2020-21 Final Local Transportation Fund Estimates (Les Beshears) [APPROVE]
- D. 2020-21 Final State Transit Assistance Estimates (Les Beshears) [APPROVE]
- E. 2020-21 Final State of Good Repair Estimates (Les Beshears) [APPROVE]
- F. City of Parlier Transportation Development Act Claim (Les Beshears) [APPROVE]
- G. Fresno County Rural Transit Agency\Fresno County EOC Rural Consolidated Transportation Service Agency Transportation Development Act Claim (Les Beshears) [APPROVE]
- H. Fresno County EOC Urban Consolidated Transportation Service Agency Transportation Development Act Claims (Les Beshears) [APPROVE]
- I. Fresno County Rural Transit Agency Transportation Development Act Claim (Les Beshears) [APPROVE]
- J. Fresno County Rural Transit Agency 2020-21 Annual Budget (Moses Stites) [APPROVE]
- K. Appointments to the Fresno COG Social Service Transportation Advisory Council (SSTAC) (Todd Sobrado) [APPROVE]
- L. Clovis Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Amy Hance) [APPROVE]
- M. Urban and Rural Consolidated Transportation Services Agency (CTSA) Operations Program & Budget, Fiscal Year 2020-21 (Monty Cox) [APPROVE]

Items G, H, M pulled by Staff to be heard at a later date.

After an opportunity for public comment, Ms. Hansaker (Chamber) motioned and Mr. Khorsand (Fresno County) seconded to approve the balance of the consent agenda. The motion passed.

## II. TRANSPORTATION ACTION/DISCUSSION ITEMS

### A. Regional Transportation Plan/Sustainable Communities Strategy

#### 1. 2022 RTP/SCS Kick-off and Update (Kristine Cai) [INFORMATION]

Ms. Cai (FCOG) reported that Fresno COG is officially launching the 2022 RTP/SCS development process in June. The first RTP Roundtable meeting will be held at 2 p.m. on June 24. The RTP/SCS is updated every four years. The long-range plan provides policy guidance for transportation investment in the Fresno region for the next 20 years. An approved plan ensures transportation funding continues flowing into our region.

The 2022 RTP/SCS will have many challenges that include, but are not limited to: revenue shortfalls due to COVID 19, incorporating SB 743, new GHG reduction targets, transportation conformity under new SAFE vehicle rule, housing and employment forecast, public outreach, etc. The sixth cycle Regional Housing Needs Assessment (RHNA) will be developed in conjunction with the RTP/SCS.

It is critical that Fresno COG have strong and robust engagement from local governments, the general public and other stakeholders so that the process can be inclusive, and the policies and strategies developed in the RTP/SCS are representative of the region's values and vision.

There are 39 seats on the RTP Roundtable, including one for each member agency. Staff is requesting that each member agency inform Fresno COG of its representative on the Roundtable.

COG staff will provide monthly updates to the TTC/PAC and the Policy Board regarding t2022 RTP/SCS progress.

This item was informational only; no further action was required

#### 2. Fresno COG's Draft 2020 Public Participation Plan Adoption (Brenda Veenendaal) [ACTION]

Ms. Veenendaal (FCOG) reported that in accordance with public participation plan requirements, Fresno Council of Governments released its draft 2020 Public Participation Plan (PPP) for a 45-day public review and comment period from March 3, 2020 through April 17, 2020. The Policy Board also held a public hearing during its regular May 2020 meeting.

The PPP is a plan intended to give Fresno COG's Policy Board and staff guidance in providing for public involvement and interagency consultation early and often during the regional planning process. It contains policies, guidelines, processes and procedures Fresno COG commits to implementing while seeking and fostering open public involvement during the decision-making process, regarding all matters within discretion. The PPP also identifies opportunities to be involved in the metropolitan transportation planning process.

All documents are available for review or download at [www.fresnocog.org](http://www.fresnocog.org) or in hard copy at Fresno COG's offices. No comments were received regarding the plan. Therefore, the Fresno COG Policy Board will be asked to adopt Fresno COG's 2020 Public Participation Plan at the June 25, 2020 board meeting.

After an opportunity for public comment, Ms. Hansaker (Chamber) motioned and Mr. Mozier (Fresno City) seconded to recommend the Policy Board adopt Fresno COG's 2020 Public Participation Plan. The motion passed.

#### 3. Environmental Justice Subcommittee-Fresno County Position (Trai Her-Cole) [APPROVE]

Ms. Her-Cole (FCOG) reported that the Environmental Justice Subcommittee supports Fresno COG's Transportation Technical Committee (TTC). This subcommittee meets to assist Fresno COG staff in setting thresholds for environmental justice populations for the Environmental Justice Report within each Regional Transportation Plan.

The subcommittee was initially created with 10 positions to provide full, diverse and equitable representation of the region's environmental justice populations.

The current positions include:

1. Local agency-urban
2. East side local agency-rural
3. West side local agency-rural
4. A representative from each of the four major minority populations in Fresno County:
  - o Hispanic
  - o African American
  - o Asian
  - o American Indian
5. Low Income
6. Senior (65 or older)
7. Persons with disabilities

The subcommittee has not included a position for the County of Fresno. Staff is proposing to add an additional seat for a representative to be designated by the County of Fresno. Fresno COG is also seeking recommendations for an east side city and west side city representative. Member jurisdiction staff interested in participating should contact Trai Her-Cole.

After an opportunity for public comment, Mr. Khorsand (Fresno County) motioned and Mr. Stites (FCTRA) seconded to recommend to the Board adding one seat to the EJ Subcommittee representing the County of Fresno. The motion passed.

**B. Measure C Transit Oriented Infill Development (TOD) Program 8th Cycle Funding Recommendation (Kristine Cai/Trai Her Cole) [APPROVE]**

Ms. Cai (FCOG) reported that the Measure C's Transit-Oriented Development (TOD) program was designed to boost transit ridership and encourage transit-supportive land uses, such as high-density residential and mixed-use development. The program is estimated to generate \$850,000 annually. The eighth cycle has \$1,015,750 available with rollovers from the previous years. The funding level is forecast to be lower for the next cycle due to the impact from the COVID-19 pandemic.

The TOD program provides funding for capital projects and planning programs, as well as incentives for TOD-compatible housing projects. To ensure that quality projects are funded, the TOD guidelines require that projects receive an average of 70 points or more. Different density levels have been established for both urban and rural projects to ensure fair opportunities for all communities.

The cities of Fresno, Clovis, Reedley and Selma submitted applications in the eighth cycle. The scoring committee recommends three projects for funding:

1. City of Fresno: Merced Street Reconnection Project
2. City of Clovis: Peach Avenue Bus Stop
3. City of Reedley: Mixed-use Student and Workforce Housing Project

After an opportunity for public comment, Mr. Stites (FCRTA) motioned and Mr. Prandini (BIA) seconded to recommend the Policy Board approve funding for cities of Fresno, Clovis and Reedley as recommended by the TOD Scoring Committee. The motion passed.

**C. 2019-20 Congestion Mitigation and Air Quality Improvement (CMAQ) Program Regional Bid Project Recommendations (Braden Duran) [APPROVE]**

Mr. Duran (FCOG) reported that On September 28, 2019, the Fresno COG Policy Board Issued a formal call-for-projects for the Congestion Mitigation and Air Quality Improvement (CMAQ) regional bid program. The available funding for this round was \$20,416,768. Staff received 51 applications, representing more than \$47 million in funding. The CMAQ scoring committee convened virtually over a video conferencing platform on May 6 and 7, 2020 to score projects and deliberate on the recommended funding of projects. The scoring committee comprised the following representatives: Clovis representing the Fresno-Clovis metro area, Fresno County, east side cities, west side cities, Caltrans, Fresno COG, FCRTA (representing transit) and the San Joaquin Valley Air Pollution Control District.

The CMAQ scoring committee is recommending the following projects, in ranked order:

<b>Applicant</b>	<b>Project Title (* = Cost-Effective Project)</b>	<b>CMAQ Funds Requested</b>	<b>Recommended Funding</b>
Huron	Lassen Avenue Pedestrian Hybrid Beacons	\$416,994	\$416,994
Fresno	Blackstone Smart Mobility Project	\$1,792,800	\$1,792,800
FAX	Southwest Fresno Route 29	\$2,833,846	\$2,833,846
Fresno Unified	Purchase 5 CNG School Buses (Funded 3)*	\$973,224	\$583,935
Clovis	Shepherd Avenue Signal Interconnect	\$1,258,011	\$1,258,011
Clovis Unified	Purchase 4 CNG School Buses (Funded 2)*	\$769,199	\$384,600
Fresno County	Lincoln Ave Shoulder Improvements*	\$2,478,840	\$2,478,840
San Joaquin	Sutter Ave Paving Improvements*	\$637,453	\$637,453
Sanger	Fowler Switch Canal Trail and Bethel & Church Ave Bike Route Improvements	\$615,000	\$615,000
Clovis	DeWolf and Owens Mountain Roundabout	\$900,350	\$900,350
Southwest Trans	Purchase 6 CNG School Buses (Funded 2)*	\$1,354,508	\$451,503
Firebaugh	Alley Improvements*	\$463,162	\$463,162
Kingsburg	12th Avenue Sidewalks	\$77,020	\$77,020
Coalinga	Coalinga Multi-Use Trail Phase 3	\$1,147,526	\$1,147,526
Reedley	Reedley Paving Project 2019*	\$706,912	\$706,912
Coalinga	Coalinga Alley Paving Phase 2 (Segments 38-44)*	\$681,628	\$681,628
Firebaugh	J Street / 10th Street Improvements*	\$483,921	\$483,921
Selma	McCall and Dinuba Traffic Signal	\$838,114	\$838,114
Fresno	ITS Friant Road Adaptive Traffic Signal Synchronization Project	\$1,983,000	\$1,983,000
Fowler	7th Street and Merced Street Right Turn Pocket	\$132,795	\$132,795
Kingsburg	18th Avenue Sidewalks	\$139,876	\$139,876
Huron	Huron Alley Paving 2019*	\$532,702	\$532,702
Orange Cove	Orange Cove Alley Paving 2019*	\$418,476	\$418,476
Mendota	Alley Paving Project*	\$1,183,432	\$458,304

After an opportunity for public comment, Ms. Sumner (Fresno Cycling Club) motioned and Mr. Khorsand (Fresno County) seconded to recommend the Policy Board approve the scoring committee's project recommendations for the 2019-20 CMAQ regional bid program. The motion passed.

**D. Fresno-Madera State Route 41 and Avenue 9 Sustainable Corridors Study Consultant Selection (Braden Duran) [APPROVE]**

Mr. Duran (FCOG) reported that the Fresno COG, in partnership with Madera County Transportation Commission, is conducting a study to determine the future transportation needs of the SR 41 corridor in the City of Fresno and the southern segment of SR 41 in Madera County. In addition, the study will analyze the future transportation needs of the Avenue 9 corridor in Madera County between SR 41 and SR 99.

The study will identify existing and future issues along the two corridors related to safety, mobility, congestion, etc., and recommend sustainable improvements that will address the transportation needs of the residents in both counties through multi-modal approaches. Issues to be addressed include: mobility, access, safety, and connectivity for all modes of travel including automobiles, transit, walking, and bicycling. Ultimately, transportation projects the study identifies could potentially serve as candidate projects in both counties' transportation sales tax measure expenditure plans, as well as Fresno COG's and Madera CTC's 2022 Regional Transportation Plan(s). The scope of work is attached.

Fresno COG released a request for proposals on April 20, 2020 for consultant services and received five proposals. A consultant selection committee comprising representatives from Fresno COG, Madera CTC, City of Fresno, and Caltrans interviewed their top three consultants and unanimously chose IBI Group (along with sub-consultants RSG and BluePoint Planning). The IBI Group team will bring combined expertise in performance-based sustainable corridor planning, transportation and civil engineering, traffic modeling, public outreach, and economic development.

After an opportunity for public comment, Mr. Prandini (BIA) motioned and Ms. Hansaker (Chamber) seconded to recommend the Policy Board authorize the Executive Director to enter into a contract with IBI Group for an amount not to exceed \$399,747. The motion passed.

**E. Highway Infrastructure Program (HIP) Funding Allocation Recommendation (Suzanne Martinez) [APPROVE]**

Ms. Martinez (FCOG) reported that In June 2018, Fresno COG received its first apportionment of \$2,438,180 in Highway Infrastructure Program (HIP) funds. (HIP funding Fact Sheet attached for reference). In October 2018, Fresno COG's Policy Board approved allocations to projects on the contingency list from the 2017/18 Surface Transportation Block Grant (STBG) Program call-for-projects. The original list of projects is attached. In summary, the 2018 HIP funding was allocated to eight additional projects, seven of which were awarded funding for their preliminary engineering (PE) phases only.

In 2019 and 2020, Fresno COG received additional apportionments of HIP funds totaling \$4,432,559. To assure delivery of the projects that received HIP funding in the first round, staff recommends the additional HIP funding be allocated to five of the seven projects that previously received PE-only HIP funds. The two remaining projects were recently awarded Surface Transportation Block Grant (STBG) funding in the 2019/2020 STBG call-for-projects and do not require additional funds. Funding the five remaining projects amounts to \$4,032,395, leaving \$400,164 available for additional award. For the remaining balance, staff recommends allocation to the first project on the 2019/2020 STBG contingency list. That project is the City of Clovis' Fowler Ave Rehabilitation Project. A spreadsheet is included with this agenda item detailing how staff proposes to allocate the additional HIP funding.

As implemented previously, staff will attempt to limit the number of projects with programmed HIP funding to make it easier to track obligation and expending deadlines. The RSTP/STBG regional bid funding discharged from any project and programmed with HIP would then be allocated to the projects on the proposed HIP funding list. If approved, staff will program these project changes in the next appropriate 2019 FTIP amendment.

After an opportunity for public comment, Mr. Stites (FCRTA) motioned and Mr. Mozier (Fresno City) seconded to recommend the Policy Board approve allocating 2019 and 2020 HIP funding to 2017/2018 RSTP/STBG regional bid projects as presented. The motion passed.

**F. Fiscal Year 2020-2021 Unmet Transit Needs Assessment Findings Report (Todd Sobrado) [APPROVE]**

Mr. Sobrado (FCOG) reported that Under California's Transportation Development Act, Fresno COG's Policy Board must determine that public transportation needs within Fresno County will be reasonably met in fiscal year 2020-21 prior to approving Local Transportation Fund claims for streets and roads. The Fresno COG Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs.

Each year the SSTAC begins soliciting comments by sending approximately 400 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters, in English and Spanish, were sent in February 2020.

In addition to the request for written comments, SSTAC held six formal meetings split evenly, with four in the Fresno-Clovis metropolitan area and two in rural communities (Kerman and Fowler). To facilitate participation in the rural meetings, FCRTA provided transportation to and from the meetings scheduled for the west side and east side of Fresno County.

The unmet transit needs meeting schedule was publicized in Fresno COG's e-newsletter; via public notices in the Fresno Bee and Vida En La Valle newspapers; and posted on Fresno COG's social media channels. The meetings were also publicized in the Fresno Area Express' e-newsletter, reaching more than 300 subscribers. Attendance ranged from zero to around 20 people.

After a thorough review of all comments and issues, the Social Services Transportation Advisory Council (SSTAC) found there to be no unmet transit needs that are reasonable to meet in Fresno County at its meeting on May 19, 2020.

Matthew Gillian, Inspire Transportation, addressed the committee stating that more needs to be done to include social service transit providers and social services transit riders in the Unmet Transit Needs process.

After an opportunity for public comment, Mr. Khorsand (Fresno County) motioned and Ms. Sumner (Fresno Cycling Club) seconded to recommend that Fresno COG's Board approve Resolution 2020-19, and find that there are no unmet transit needs that are reasonable to meet in Fresno County. The motion passed.

**G. Circuit Planner and Engineer – End of FY 2019-20 Update on Tasks and Discussion (Braden Duran/Meg Prince)  
[INFORMATION/DISCUSSION]**

Mr. Duran (FCOG) reported that Fresno COG's Circuit Planner and Engineer Program is wrapping up its contract with Rincon Consultants, Inc. and subconsultants. Fresno COG staff, management, and Rincon's project manager met in May to discuss the FY 2020-21 contract's goals and priorities. One proposal centered on designing a template for a model zoning ordinance that all jurisdictions could use because many of the member agencies have outdated zoning ordinances. Attached with this item is a copy of the draft model zoning ordinance Rincon developed.

Additionally, below is the update on tasks underway that will roll-over into the new contract:

**Circuit Planning & Engineering**

- Reedley Manning/Buttonwillow Master Plan Assistance – VSCE will provide updated drafts based on City and Rincon's comments.

**Circuit Planning**

- Selma Downtown Multi-Use Overlay Zone – Rincon has confirmed the zone boundary with the City. The next step is to provide an outline/summary, including the Overlay Zone's purpose and goals, to present to the Planning Commission and/or City Council for their input before June 30, 2020. Based on that input, the project would move forward in the next FY contract.

**Circuit Engineering**

*Conducting active transportation counts have been put on hold during the COVID-19 pandemic.*

Eric Vonburg, Rincon Consultants, presented to the Committee on the Model Zoning Ordinance and next steps.

This item was informational only; no further action was required

**III. OTHER ITEMS**

**A. Items from Staff**

There were no items from staff

**B. Items from Members**

There were no items from members.

**IV. PUBLIC PRESENTATIONS**

**A. Public Presentations**

There were no public presentations.

The meeting was adjourned at 9:29 a.m.

Respectfully submitted,



Tony Boren

Public:

Amy Hance, City of Clovis

Carolina Ilic, Fresno Area Express

Eric Vonburg, Rincon

Kip Bowmar, Public

Matthew Gillian, Inspire Transportation

Monte Cox, Fresno EOC

Gloria Hensley, Public



Joe Vargas, Fresno Area Express  
Shelby MacNab, City of Fresno

Staff:

Jeaneen Cervantes

Kai Han

Braden Duran

Jen Soliz

Robert Phipps

Trai Her-Cole

Todd Sobrado

Peggy Arnest

Kristine Cai

Brenda Veenendaal

Meg Prince

Suzanne Martinez

Toni Graham



Enter Date: **6/2/2020**

Claimant Name: **City of Fowler**

### TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

**When completed, please print, sign and send signed original via mail to:**

**Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721**

<b>From: Applicant:</b>	<b>City of Fowler</b>
<b>Address:</b>	<b>128 S 5th St</b>
<b>City/State/Zip:</b>	<b>Fowler, CA 93625</b>
<b>Contact Phone/email:</b>	<b>559-834-3113 ext 104 / ruyeda@ci.fowler.ca.us</b>

*This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:*

#### Local Transportation Fund

<b>Apportionment:</b>	<b>\$ 249,510.00</b>
<b>Unexpended, Held by Claimant:</b>	<b>\$ 279,367.00</b>
<b>Other Agency:</b>	

#### State Transit Assistance Fund

<b>Estimate:</b>	<b>\$ 55,669.00</b>
<b>Unexpended, Held in Trust:</b>	

#### Other


<b>Other:</b>	
---------------	--

<b>Five hundred eighty-four thousand, five hundred forty-six dollars</b>	<b>TOTAL</b>
	<b>\$ 584,546.00</b>

*spell out total amount in above cell*

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

<b>Authorized Signature:</b>	
<b>Name/Title:</b>	<b>Randy Uyeda, Finance Director</b>
<b>Date:</b>	<b>6/16/2020</b>



2035 Tulare St., Ste. 201 tel 559-233-4148  
Fresno, California 93721 fax 559-233-9645

[www.fresnocog.org](http://www.fresnocog.org)

Enter Date: **6/2/2020**

Claimant Name: **City of Fowler**

### TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21

PURPOSE	AMOUNT	SUBTOTAL
<b>1. Bicycle &amp; Pedestrian Facilities:</b>		
Article 3:	\$ 4,983.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:	\$ 28,669.00	
		\$ 33,652.00
<b>2. Regional Transportation Planning:</b>	\$ 6,959.00	\$ 6,959.00
<b>3. Public Transportation</b>		
State Transit Assistance Funds (STA):	\$ -	
Other:		\$ -
<b>4. Community Transit Service CTSA, Article 4.5:</b>	\$ 12,557.00	\$ 12,557.00
<b>5. Streets &amp; Roads:</b>		
Article 8a:	\$ 102,893.00	
Unexpended Funds, Held by Claimant:	\$ 250,698.00	
		\$ 353,591.00
<b>6. To Be Claimed By:</b>		
Fresno County Rural Transit Agency LTF:	\$ 122,118.00	
Fresno County Rural Transit Agency STA:	\$ 55,669.00	
Other:	\$ -	
		\$ 177,787.00
<b>7. Reserve in Fund Pending Further Claiming</b>		\$ -
	<b>GRAND TOTAL</b>	<b>\$ 584,546.00</b>
	<b>Claim Total Must Agree With Total on First Page</b>	<b>\$ 584,546.00</b>
	<b>Minus Non Transit Claims</b>	<b>\$ 197,303.00</b>
	<b>GRAND TOTAL PAYABLE TO CLAIMANT</b>	<b>\$ 387,243.00</b>

*Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.*

Enter Date: **6/2/2020**

Claimant Name: **City of Fowler**

### BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 4,983.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
<b>TOTAL PROJECT COSTS</b>	<b>\$ 4,983.00</b>

### STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
1. Development, Construction & Maintenance Facilities throughout the claimant's jurisdiction:	\$ 102,893.00
<i>AND/OR:</i>	
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
<b>TOTAL PROJECT COSTS</b>	<b>\$ 102,893.00</b>

Enter Date:

Claimant Name:

## CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

*CHECK ALL THAT APPLY (Enter "X" in yellow box)*

**BICYCLE AND PEDESTRIAN FACILITIES**

Article 3

**PUBLIC TRANSPORTATION**

Article 4

**STREETS & ROADS**

Article 8a

### STANDARD ASSURANCES FOR CLAIMANTS

*CLAIMANT ASSURANCES: (initial yellow box all that apply)*

- A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

**The undersigned hereby certifies that the above statements are true and correct.  
Please print and sign after completing form**

Authorized Signature:   
Name/Title:   
Date:

BEFORE THE  
**FRESNO COUNCIL OF GOVERNMENTS**  
**RESOLUTION NO. 2020-26**

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT  
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE  
CITY OF FOWLER, 2020-26**

---

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Fowler has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Fowler has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Fowler has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Fowler and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30<sup>th</sup> day of July, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

---

Signed: David Cardenas, Chair

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 dated above.

---

Signed: Tony Boren, Executive Director





Enter Date: **6/8/20220**

Claimant Name: **City of Huron**

### TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2020/21

Instructions: Please note that each page of this claim is a separate worksheet, please click through all tabs and complete. Also note that light yellow fields require an entry if applicable, light grey fields contain formulas that will automatically calculate based on corresponding entries. A date and claimant name field is at the top of the first page, and automatically repeats on following pages, (date should be formatted 00/00/0000)

**When completed, please print, sign and send signed original via mail to:**

**Les Beshears, Director of Finance, Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93721**

From: Applicant:	<b>City of Huron</b>
Address:	<b>P.O. Box 339</b>
City/State/Zip:	<b>Huron, CA 93234</b>
Contact Phone/email:	<b>(559) 945-2241 / jcastro001@yahoo.com</b>

*This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:*

#### Local Transportation Fund

Apportionment:	\$ 281,871.00
Unexpended, Held by Claimant:	
Other Agency:	

#### State Transit Assistance Fund

Estimate:	\$ 62,958.00
Unexpended, Held in Trust:	

#### Other


Other:

<b>Three-hundred and forty-four thousand, eight-hundred and twenty-nine</b>	<b>TOTAL</b>
	<b>\$ 344,829.00</b>

*spell out total amount in above cell*

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund.

Please print and sign after completing form

Authorized Signature:	
Name/Title:	<b>Jack Castro / City Manager</b>
Date:	<b>6/8/2020</b>



2035 Tulare St., Ste. 201 tel 559-233-4148  
Fresno, California 93721 fax 559-233-9645

[www.fresnocog.org](http://www.fresnocog.org)

Enter Date: **6/8/20220**

Claimant Name: **City of Huron**

**TRANSPORTATION FUNDING CLAIM DETAIL FOR FISCAL YEAR: 2020/21**

PURPOSE	AMOUNT	SUBTOTAL
<b>1. Bicycle &amp; Pedestrian Facilities:</b>		
Article 3:	\$ 5,636.00	
Article 8a:		
Audit Exceptions (General Fund Payback);		
Unexpended Funds, Held by Claimant:		
		\$ 5,636.00
<b>2. Regional Transportation Planning:</b>		
	\$ 7,870.00	\$ 7,870.00
<b>3. Public Transportation</b>		
State Transit Assistance Funds (STA):	\$ -	
Other:		
		\$ -
<b>4. Community Transit Service CTSA, Article 4.5:</b>		
	\$ 13,894.00	\$ 13,894.00
<b>5. Streets &amp; Roads:</b>		
Article 8a:	\$ 70,756.00	
Unexpended Funds, Held by Claimant:		
		\$ 70,756.00
<b>6. To Be Claimed By:</b>		
Fresno County Rural Transit Agency LTF:	\$ 183,715.00	
Fresno County Rural Transit Agency STA:	\$ 62,958.00	
Other:	\$ -	
		\$ 246,673.00
<b>7. Reserve in Fund Pending Further Claiming</b>		
		\$ -
<b>GRAND TOTAL</b>		<b>\$ 344,829.00</b>
<b>Claim Total Must Agree With Total on First Page</b>		<b>\$ 344,829.00</b>
<b>Minus Non Transit Claims</b>		<b>\$ 268,437.00</b>
<b>GRAND TOTAL PAYABLE TO CLAIMANT</b>		<b>\$ 76,392.00</b>

*Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.*

Enter Date: **6/8/20220**

Claimant Name: **City of Huron**

### BICYCLE AND PEDESTRIAN FACILITIES FOR FISCAL YEAR: 2020/21

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
-----------------------------------	--------------

1. Various Bicycle & Pedestrian Facilities throughout the claimant's jurisdiction:	\$ 5,636.00
--	-------------

AND/OR:

Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
<b>TOTAL PROJECT COSTS</b>	<b>\$ 5,636.00</b>

### STREETS AND ROADS CLAIM FOR FISCAL YEAR: 2020/21

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

PROJECT TITLE & BRIEF DESCRIPTION	PROJECT COST
-----------------------------------	--------------

1. Development, Construction & Maintenance Facilities throughout the claimant's jurisdiction:	\$ 70,756.00
---	--------------

AND/OR:

Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
Other - describe briefly if applicable:	\$ -
<b>TOTAL PROJECT COSTS</b>	<b>\$ 70,756.00</b>

Enter Date:

Claimant Name:

## CONTINGENCY PROJECT LISTING FOR FISCAL YEAR: 2020/21

*CHECK ALL THAT APPLY (Enter "X" in yellow box)*

BICYCLE AND PEDESTRIAN FACILITIES

Article 3

PUBLIC TRANSPORTATION

Article 4

STREETS & ROADS

Article 8a

### STANDARD ASSURANCES FOR CLAIMANTS

*CLAIMANT ASSURANCES: (initial yellow box all that apply)*

- A. Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with required certification statement, to the RTPA and to the State Controller, pursuant to PUC 99245 and 21 Cal. Code of Regulations Section 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one).
- B. Claimant certifies that it has submitted a State Controller Report to the RTPA and to the State Controller, pursuant to PUC 99243.

The undersigned hereby certifies that the above statements are true and correct.

Please print and sign after completing form

Authorized:

Signature:

Name/Title:

Date:

**RESOLUTION NO. 2020-2092**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HURON  
TO SUBMIT CLAIM LOCAL TRANSPORTATION AND  
STATE TRANSIT ASSISTANCE FUNDS**

**WHEREAS**, Fresno Council of Governments submits on behalf of the Cities a claim or Local Transportation Fund and State Transit Fund; and

**WHEREAS**, the City is entitled to \$344,829.00 (Three Hundred Forty-Four Thousand, Eight Hundred Twenty-Nine) for Fiscal Year 2020/2021 and

**WHEREAS**, the City expects to receive \$281,871.00 from LTF (Article 8a) funds and \$62,958.00 (Sixty-Two Thousand, Nine Hundred Fifty Eight) from LTF, (Article 3) funds; and

**NOW, THEREFORE BE IT RESOLVED**, that the City of Huron authorizes the City Manager to submit the Transportation Funding Claim for 2020/2021 Fiscal Year.

The foregoing Resolution was duly adopted by the Huron City Council at the regular meeting on the 3<sup>rd</sup> day of June, 2020, by the following vote to wit:

AYES: Pimentel, Solorio, Leon  
NOES: 0  
ABSENT: Morales, Plasencia  
ABSTAIN: 0

  
\_\_\_\_\_  
Rey Leon, Mayor

ATTEST:

  
\_\_\_\_\_  
Juanita M Veliz, City Clerk



BEFORE THE  
**FRESNO COUNCIL OF GOVERNMENTS**  
**RESOLUTION NO. 2020-27**

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT  
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE  
CITY OF HURON, 2020-27**

---

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Huron has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Huron has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Huron has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the City of Huron and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30<sup>th</sup> day of July, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

---

Signed: David Cardenas, Chair

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 dated above.

---

Signed: Tony Boren, Executive Director





**MEASURE C EXTENSION  
LOCAL TRANSPORTATION PASS THROUGH REVENUES  
CERTIFICATION AND CLAIM FOR FY2020-21**

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)

*Local Agency Name*

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721

Contact: Les Beshears Telephone: 559.233.4148 EXT 209

FAX: 559.233.9645 Email Address: beshears@fresnocog.org

**1. Applicable Funding Program: (Check One)**

*Regional Public Transit Program*

- Fresno Area Express
- Clovis Transit
- FCRTA
- PTIS/Transit Consolidation
- ADA/Seniors/Paratransit
- Farmworker Van Pools
- Car/Van Pools
- New Technology Reserve

*Local Transportation Program*

- Street Maintenance
- ADA Compliance
- Flexible Funding
- Pedestrian/Trails Urban
- Pedestrian/Trails Rural
- Bicycle Facilities
- Regional Transportation Program*
- Fresno Airports

*Alternative Transportation Program*

- Rail Consolidation Subprogram
- Environmental Enhancement Program*
- School Bus Replacement
- Transit Oriented Infrastructure for In-Fill
- Administrative/Planning Program*
- Fresno COG

2. The Fresno Council of Governments ("claimant") is an eligible claimant of funds for local transportation

*Local Agency Name*

purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2020-2021 setting 0.79% of \$71,942,797 (or \$568,348) for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps A and B of the Strategic Implementation Plan (SIP) – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of funds checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: \_\_\_\_\_



Title: Executive Director

Date: 07/30/20

Formal Action for Approval and Submittal Approved by:

Fresno County Transportation Authority Board Date: \_\_\_\_\_

**MEASURE C EXTENSION  
LOCAL TRANSPORTATION PASS THROUGH REVENUES  
CERTIFICATION AND CLAIM FOR FY2020-21**

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)

*Local Agency Name*

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721

Contact: Les Beshears Telephone: 559.233.4148 EXT 209

FAX: 559.233.9645 Email Address: beshears@fresnocog.org

**1. Applicable Funding Program: (Check One)**

*Regional Public Transit Program*

- Fresno Area Express
- Clovis Transit
- FCRTA
- PTIS/Transit Consolidation
- ADA/Seniors/Paratransit
- Farmworker Van Pools
- Car/Van Pools
- New Technology Reserve

*Local Transportation Program*

- Street Maintenance
- ADA Compliance
- Flexible Funding
- Pedestrian/Trails Urban
- Pedestrian/Trails Rural
- Bicycle Facilities
- Regional Transportation Program*
- Fresno Airports

*Alternative Transportation Program*

- Rail Consolidation Subprogram
- Environmental Enhancement Program*
- School Bus Replacement
- Transit Oriented Infrastructure for In-Fill
- Administrative/Planning Program*
- Fresno COG

2. The Fresno Council of Governments ("claimant") is an eligible claimant of funds for local transportation purposes pursuant to California Public Utilities Code Section 142257.  
*Local Agency Name*

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2020-2021 setting 0.58% of \$71,942,797 (or \$417,268) for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps A and B of the Strategic Implementation Plan (SIP) – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of funds checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature:



Title:

Executive Director

Date:

07/30/2020

Formal Action for Approval and Submittal Approved by:

Fresno County Transportation Authority Board Date: \_\_\_\_\_

**MEASURE C EXTENSION  
LOCAL TRANSPORTATION PASS THROUGH REVENUES  
CERTIFICATION AND CLAIM FOR FY2020-21**

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)

*Local Agency Name*

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721

Contact: Les Beshears Telephone: 559.233.4148 EXT 209

FAX: 559.233.9645 Email Address: beshears@fresnocog.org

**1. Applicable Funding Program: (Check One)**

*Regional Public Transit Program*

*Local Transportation Program*

*Alternative Transportation Program*

Fresno Area Express

Street Maintenance

Rail Consolidation Subprogram

Clovis Transit

ADA Compliance

*Environmental Enhancement Program*

FCRTA

Flexible Funding

School Bus Replacement

PTIS/Transit Consolidation

Pedestrian/Trails Urban

Transit Oriented Infrastructure for

ADA/Seniors/Paratransit

Pedestrian/Trails Rural

In-Fill

Farmworker Van Pools

Bicycle Facilities

*Administrative/Planning Program*

Car/Van Pools

*Regional Transportation Program*

Fresno COG

New Technology Reserve

Fresno Airports

2. The Fresno Council of Governments ("claimant") is an eligible claimant of funds for local transportation purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2020-2021 setting 0.58% of \$71,942,797 (or \$417,268) for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

(a) Monthly payments consistent with adopted percentage, based on actual receipts.

(b) Compliance with Steps A and B of the Strategic Implementation Plan (SIP) – Local Agency Pass-Through Funding programs and Other Revenue Program Funding.

4. On behalf of claimant, I hereby certify as follows:

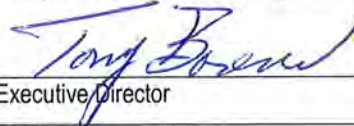
(a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.

(b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.

(c) That claimant shall account for Subprogram or Category of funds checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature:



Title:

Executive Director

Date:

07/30/2020

Formal Action for Approval and Submittal Approved by:

Fresno County Transportation Authority Board Date: \_\_\_\_\_

**MEASURE C EXTENSION  
LOCAL TRANSPORTATION PASS THROUGH REVENUES  
CERTIFICATION AND CLAIM FOR FY2020-21**

TO: Fresno County Transportation Authority

FROM: Fresno County Council of Governments (Fresno COG)

*Local Agency Name*

Address: 2035 Tulare Street, Suite 201 City: Fresno Zip Code: 93721

Contact: Les Beshears Telephone: 559.233.4148 EXT 209

FAX: 559.233.9645 Email Address: beshears@fresnocog.org

**1. Applicable Funding Program: (Check One)**

*Regional Public Transit Program*

- Fresno Area Express
- Clovis Transit
- FCRTA
- PTIS/Transit Consolidation
- ADA/Seniors/Paratransit
- Farmworker Van Pools
- Car/Van Pools
- New Technology Reserve

*Local Transportation Program*

- Street Maintenance
- ADA Compliance
- Flexible Funding
- Pedestrian/Trails Urban
- Pedestrian/Trails Rural
- Bicycle Facilities
- Regional Transportation Program*
- Fresno Airports

*Alternative Transportation Program*

- Rail Consolidation Subprogram
- Environmental Enhancement Program*
- School Bus Replacement
- Transit Oriented Infrastructure for In-Fill

*Administrative/Planning Program*

- Fresno COG

2. The Fresno Council of Governments ("claimant") is an eligible claimant of funds for local transportation purposes pursuant to California Public Utilities Code Section 142257.

3. The Fresno County Transportation Authority has adopted a Resolution of Apportionment for Fiscal Year 2020-2021 setting 0.50% of \$71,942,797 (or \$359,714) the amount for the Subprogram or Category of funds checked above and available to the claimant. On behalf of claimant, I hereby request release of the funds to claimant in accordance with:

- (a) Monthly payments consistent with adopted percentage, based on actual receipts
- (b) Compliance with Steps A and B of the Strategic Implementation Plan (SIP) – Local Agency Pass-Through Funding programs and Other Revenue Program Funding

4. On behalf of claimant, I hereby certify as follows:

- (a) That the Subprogram or Category of funds checked above are not being used to substitute for property tax funds which claimant had previously used for local transportation purposes. Such substitution of property tax funds is prohibited by California Public Utilities Code Section 142257.
- (b) That claimant has segregated property tax revenues from claimant's other general fund revenues used to support the Subprogram or Category of funds checked above so that verification of non-substitution can be proved through audit or that the non-substitution of funds shall apply to claimant's entire general fund.
- (c) That claimant shall account for Subprogram or Category of checked above and received pursuant to Public Utilities Code Section 142257. Claimant shall maintain current records in accordance with generally accepted accounting principles and shall separately record expenditures for each type of eligible purpose. Claimant shall make such records available to the Authority for inspection or audit at any time.

5. Claimant understands that should financial or compliance audit exceptions be found, the Fresno County Transportation Authority will take immediate steps to resolve the exceptions in accordance with its adopted procedures.

Authorized Signature: \_\_\_\_\_

Title: Executive Director

Date: 07/30/20

Formal Action for Approval and Submittal Approved by:

Fresno County Transportation Authority Board Date: \_\_\_\_\_

BEFORE THE  
**FRESNO COUNCIL OF GOVERNMENTS**  
**RESOLUTION NO. 2020-25**

IN THE MATTER OF:

RESOLUTION OF APPROVAL OF

**TRANSPORTATION DEVELOPMENT ACT  
OF 1971**

**TRANSPORTATION FUNDING CLAIM FOR THE  
MEASURE C, 2020-25**

---

WHEREAS, the Fresno Council of Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the Measure C has submitted Transportation Funding Claim for its 2020-21 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the Measure C has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the Measure C has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area wide public transportation needs.
3. On June 25, 2020 the COG Board approved Resolution 2020-19 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2020-21.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments hereby approves the Transportation Funding Claim submitted by the Measure C and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Fresno Council of Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30<sup>th</sup> day of July, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

---

Signed: \_ David Cardenas, Chair

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 dated above.

---

Signed: \_ Tony Boren, Executive Director



**Subject:** Fresno Council of Governments Electric Vehicle Readiness Plan: Baseline Conditions Assessment Section

---

## **OVERVIEW & PURPOSE:**

Determining specific strategies which will support economic and equitable adoption of electric vehicles in Fresno County requires a detailed understanding of current plug-in electric vehicle (PEV) conditions, including electric vehicle adoption rates for county residents and transportation agencies, existing infrastructure, and their key drivers and barriers.

As such, the project team has conducted a thorough baseline conditions assessment as a critical component of developing a comprehensive and effective Fresno Council of Governments Electric Vehicle Readiness Plan (Plan). The results of this assessment will serve as a foundation and guide to prioritizing and selecting specific PEV enablement strategies, including e-Mobility<sup>1</sup> options and public charging infrastructure locations for inclusion in the Plan.

This memorandum presents key findings from the project team's review of the existing and baseline conditions as deemed relevant to advancing efficient and equitable adoption of passenger PEVs within Fresno County. This analysis includes current levels of PEV adoption, availability of charging infrastructure for public use, and tail pipe emissions. Results for the existing regional transit fleet are also presented in this document.

## **EXISTING PEV CONDITIONS**

An assessment of existing conditions within Fresno County was conducted by considering many parameters including the following:

- Adoption of electric vehicles by residents and transportation agencies
- Mean household income
- Home ownership rates
- Local public transportation fleets
- Existing publicly available charging infrastructure
- Transit fleet depots and fleets

## **INFORMATION GATHERING AND VALIDATION**

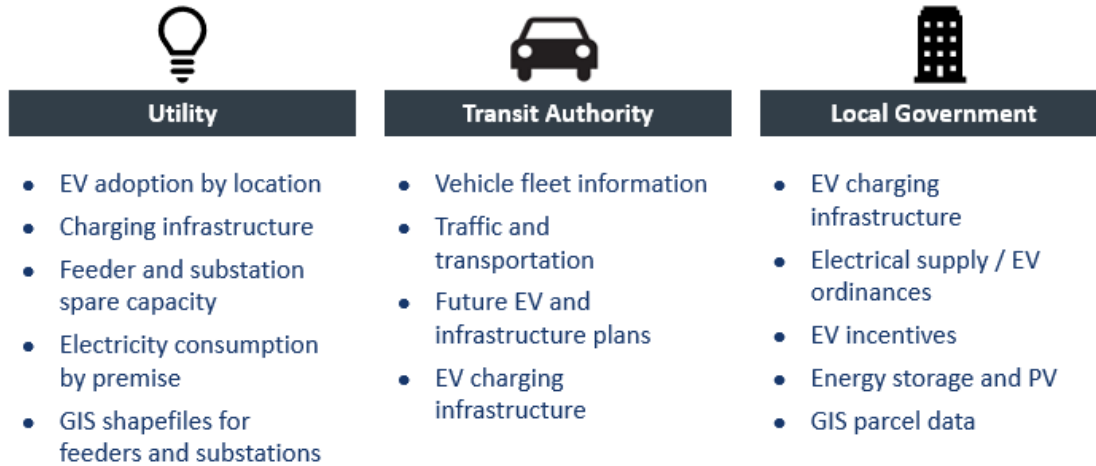
Information used to analyze FCOG's existing conditions was gathered from participating organizations using a request-for-information process, and desktop research. The results of the analysis were then presented to the stakeholder working group.

To collect information for the analysis, the project team utilized publicly-available datasets. Additionally, a Request for Information (RFI) was issued to relevant stakeholders, including transit agencies, local governments and the primary utility, requesting additional necessary data that included:

---

<sup>1</sup> eMobility refers to a range of electricity powered transportation options, not just private vehicles.

Figure 1 – Type of Data by Organization



Source: Energeia

Data gaps were estimated based on publicly available data, substitute data, or alternative estimation methods. An example of the table sent is included in the appendix.

The results of the existing conditions analysis, presented in the following sections, were presented to the stakeholder working group for feedback and will be further validated during the public consultation process.<sup>2</sup>

**EXISTING ELECTRIC VEHICLES**

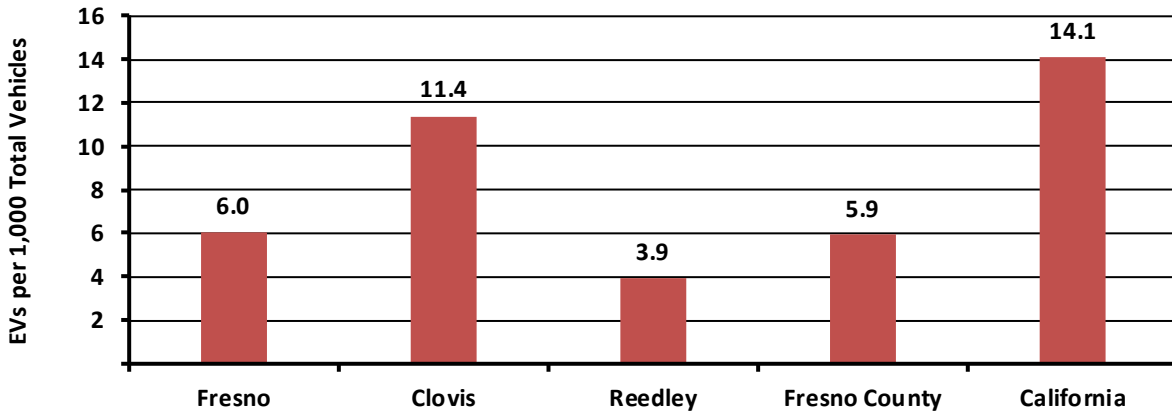
In order to conduct data-driven projections and forecasts on expected PEV adoption by Fresno County residents under current and potential future conditions, data gathering was conducted utilizing data obtained through the RFI process and from the Department of Motor Vehicles (DMV), which provided data on PEVs registered in the County.

Public adoption of PEVs is defined as the number of the number of passenger and light truck PEVs purchased divided by the total number of passenger vehicles in the county. Data for public adoption of PEVs within Fresno County is presented in Figure 1 and is in terms of number of PEVs per 1,000 vehicles.

<sup>2</sup> The Stakeholder Working Group membership and meetings will be summarized elsewhere in the Plan.



Figure 1 – PEV Adoption per 1,000 Vehicles



Source: CA DMV (2018), Energeia analysis

The above findings show that the County currently has a lower adoption of PEVs than the California state average. Fresno and Reedley have significantly lower PEV penetration than the rest of the state, with Clovis being closer to California’s average adoption.

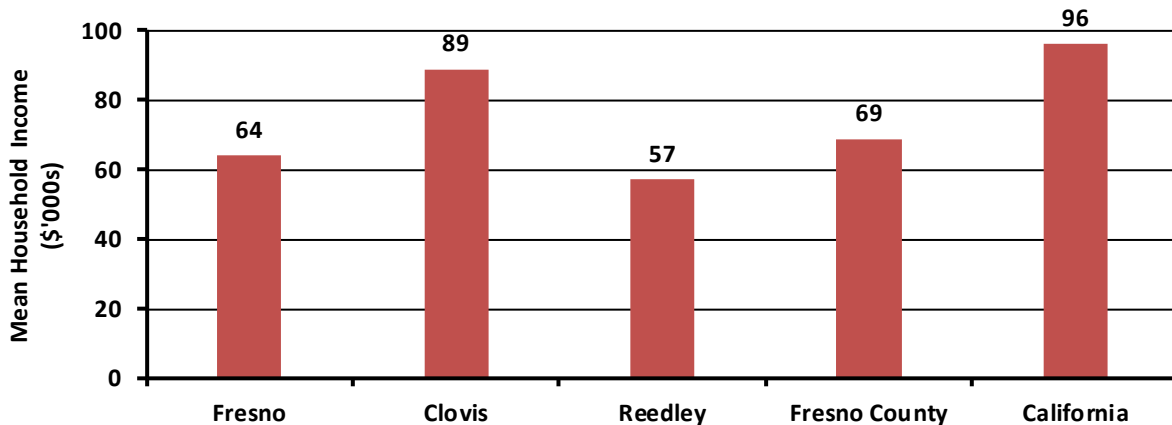
Differences in observed adoption within Fresno County, and in particular the major cities, compared to the California state average, are likely attributed to differences in key early adopter drivers, including income, home ownership and number of cars owned.

*MEAN INCOME*

Early adopters of PEVs have shown to be above average in income, own their own home, and own multiple vehicles to overcome the limited range of early vehicles.<sup>3</sup>

Average income within Fresno County mirrors PEV adoption rates in Fresno county and cities to date and can be seen in Figure 2. This is evidenced by the comparison of Figures 1 and 2.

Figure 2 – Mean Household Income (in thousands of dollars)



<sup>3</sup> Scott Hardman et al. (2016), *Comparing high-end and low-end early adopters of battery electric vehicles*, <https://www.sciencedirect.com/science/article/pii/S0965856416302208>

Source: Census Data (2017), Energeia analysis

The census sourced figures above show the mean household income within Fresno County is significantly lower than the state-wide mean. Lower income may be a key barrier to early adoption of PEVs for a number of reasons. Some of these households may not have a vehicle at all, much less interest or capability to purchase a new electric vehicle. Higher income households tend to adopt electric vehicles as a secondary vehicle and own a conventional internal combustion engine vehicle to support longer trips.

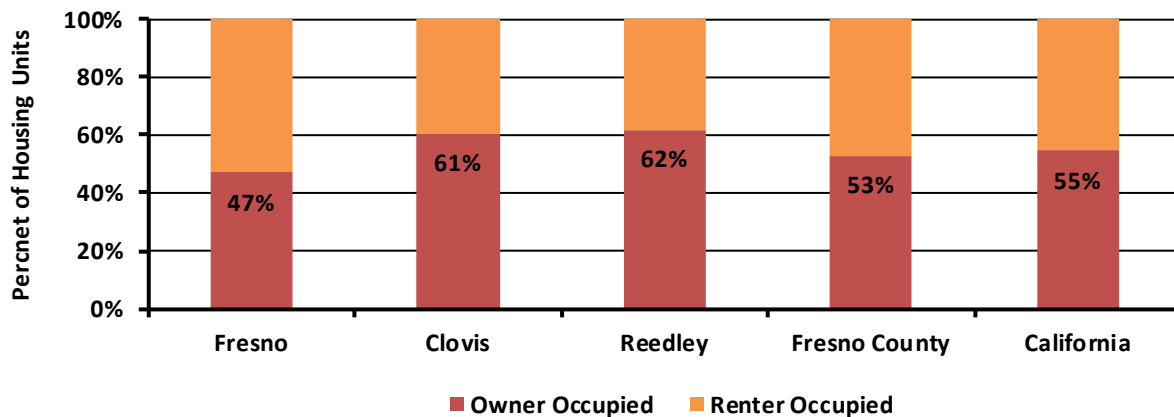
Although EVs are expected to hit cost parity with ICEs within the next few years, cost premiums compared to an equivalent ICE model are a reality for most EV models. For low income households, depending on their cost burden, they may not be able to purchase a second vehicle. These households comprise a subset of disadvantaged communities within Fresno County in which alternative modes of electrified transportation, such as ride sharing services and public transportation, may need to be explored to help overcome the aforementioned barriers. These populations will need additional financial resources and support to help achieve state PEV adoption targets. Strategies for addressing the resource gap will be included as part of the funding resources conducted as part of this work.

*HOME OWNERSHIP*

Another potential barrier to PEV adoption is renting a home. Renters can face increased difficulty in installing a home charger, generally a pre-requisite for purchasing a PEV in the absence of a robust public charging network. Additionally, renters often lack financial capacity compared to homeowners, and have an increased likelihood of moving in the near-term, undermining any economic incentive to buy a PEV. Both of these characteristics make this demographic less likely to purchase a PEV.

The localized data shows that Fresno City and County both have above average levels of renters compared to statewide levels (Figure 3). The low level of home ownership within the County supports the current observed lower levels of PEV adoption.

Figure 3 – Home Ownership Rates

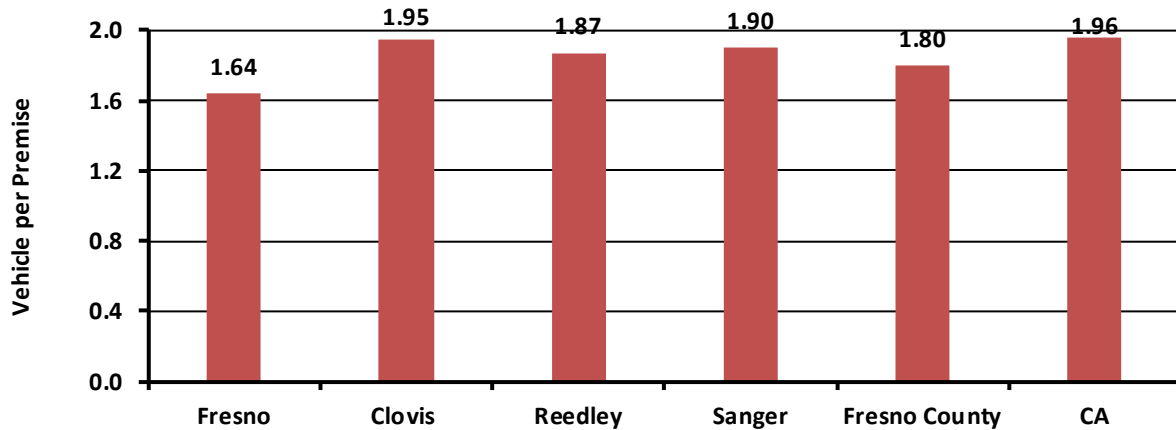


Source: Census Data (2017), Energeia analysis

*NUMBER OF VEHICLES PER HOUSEHOLD*

Early adopters of EV vehicles tend to have multiple vehicles due to the current relatively low driving ranges and the general lack of public charging infrastructure, which constrains long distance traveling. As the range of mass-available vehicles is expected to significantly increase in the next five to ten years, this characteristic may become less relevant. For this analysis, the reporting of the number of vehicles per household was analyzed based on census reported data. This information is presented in Figure 4. Although Fresno County is slightly below the statewide average, it is not a significant enough difference to pose a major obstacle.

Figure 4 – Number of Vehicles per Household

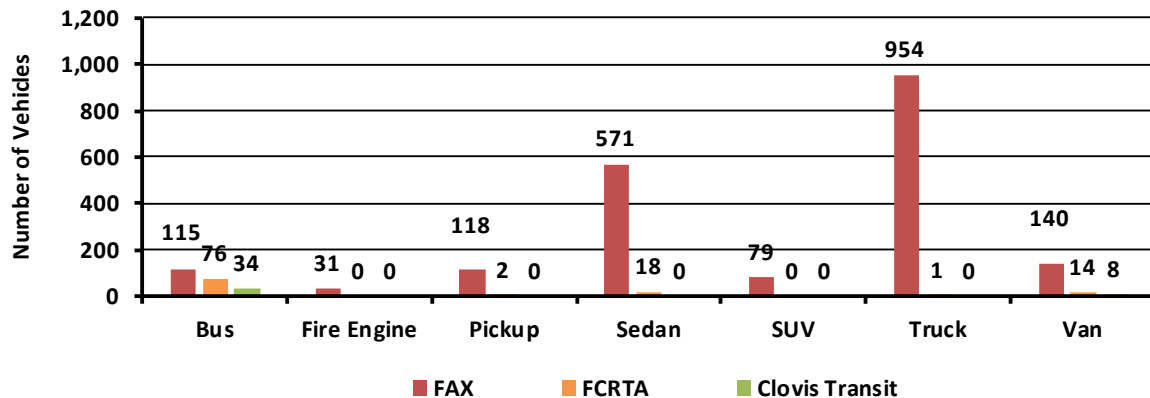


Source: Census Data (2017), Energeia analysis

**REGIONAL TRANSIT FLEETS**

As part of this effort, the project team reviewed both County and City transit fleets to identify electrification opportunities. The agencies reporting fleet data included Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Authority (FCRTA), which together address the public transportation needs of residents throughout the county. The distribution of existing vehicles by type and agency is presented in Figure 5.

Figure 5 – Transit Vehicles by Type and Agency



Source: FCOG RFI (2019), Energeia analysis

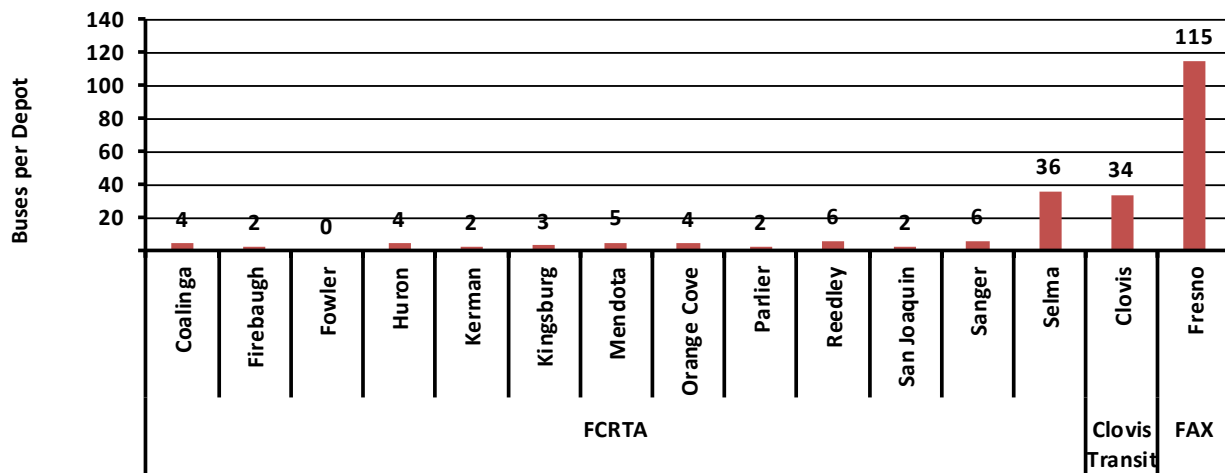
Currently, Fresno County has 225 buses across its transit agencies (FAX, FCRTA, and Clovis Transit). The subsequent transit fleet analysis focused on bus fleets as they:

- Are most likely to electrify in the short term (five to ten years) due to California state mandates to fully transition to electric buses by 2040<sup>4</sup>
- Have the largest impact on infrastructure needs, due to the daily cycles required and high charging demand
- Have electrification options (i.e. electric buses) on the market capable of replicating functionality of their ICE counterparts.

*TRANSIT DEPOTS*

A key visualization of the transit bus fleets is at the depot level, where electric vehicle charging infrastructure will need to be deployed in the short term. The bus counts per depot are presented in Figure 6. Both FAX and Clovis Transit utilize one depot for the entirety of their fleets, while FCRTA is spread among 13 depots. It should be noted that FCRTA’s planned Selma facility is expected to house a large portion of their fleet and will include multiple PEV chargers on site. To effectively insure that the correct charging solutions are being installed at individual facilities, it is highly recommended for each facility to perform a detailed analysis on their individual bus duty cycles and scheduling prior to charger selection and installation.

Figure 6 – Transit Fleet Buses by Depot



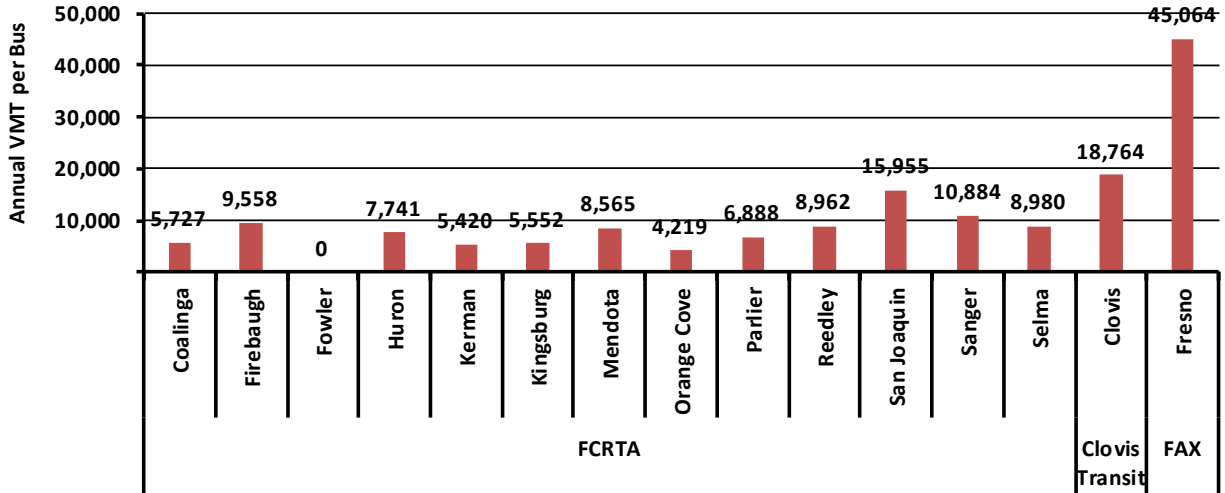
Source: FCOG RFI (2019), Energeia analysis

*ANNUAL VEHICLE MILES TRAVELED*

An assessment of annual vehicle miles traveled (VMT) was conducted to estimate the distances being traveled, daily refueling and battery requirements. The reported annual VMT of buses by depot is presented in Figure 7.

<sup>4</sup> CARB (2018), *California transitioning to all-electric public bus fleet by 2040* - <https://ww2.arb.ca.gov/news/california-transitioning-all-electric-public-bus-fleet-2040>

Figure 7 – Annual VMT of Transit Fleet Buses by Depot



Source: FCOG RFI (2019), Energeia analysis

The analysis indicates that FAX buses travel at least twice as much annually as their counterparts, which is consistent with a relatively high-density service area, enabling higher utilization per bus. Charging infrastructure plans will need to consider the mileage as a key driver of the storage and charging needs and subsequent grid impacts faced by each depot.

**EXISTING CHARGING INFRASTRUCTURE FOR PUBLIC USE AND FOR PUBLIC TRANSIT**

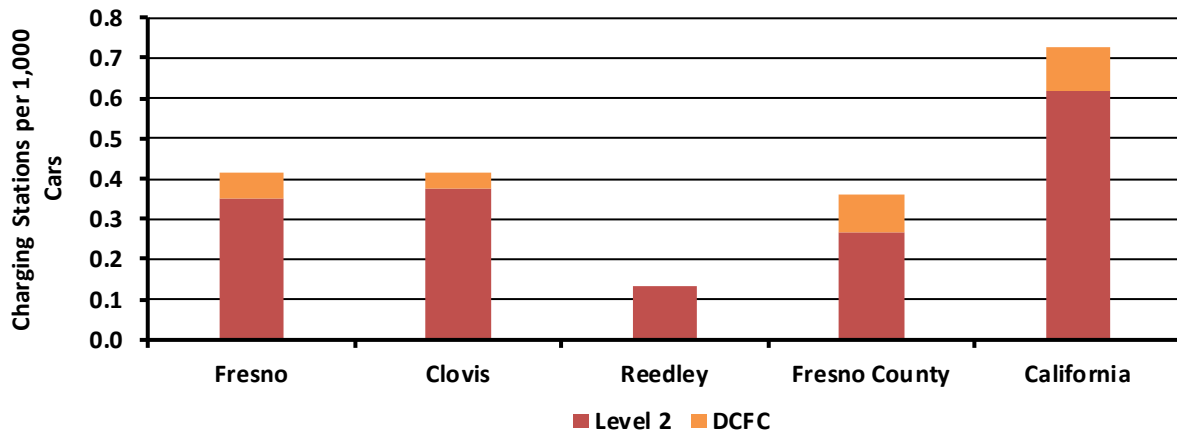
In order to assess the most effective and equitable opportunities for charging infrastructure siting, an analysis was conducted on existing charging infrastructure within Fresno County. This analysis was based on data obtained through public domain research of electric vehicle charging station counts and via the RFI process described in the previous section.

*CHARGING STATIONS FOR PUBLIC USE*

Insufficient levels of charging infrastructure for public use is another key barrier to PEV adoption. The lack of a robust public electric vehicle charging network can contribute to the “range anxiety” that many drivers feel regarding electric vehicle adoption where they worry that they will be stranded without an electric vehicle charger.

The number of reported public charging stations which are open for use by any PEV driver in Fresno County by major city and at the county level compared to statewide levels is reported in Figure 8. The comparison shows that the current number of public charging stations is less than the state level on a per 1,000 car normalized basis. However, the ratio of county deployments of L2s to DCFCs has been consistent with statewide ratios.

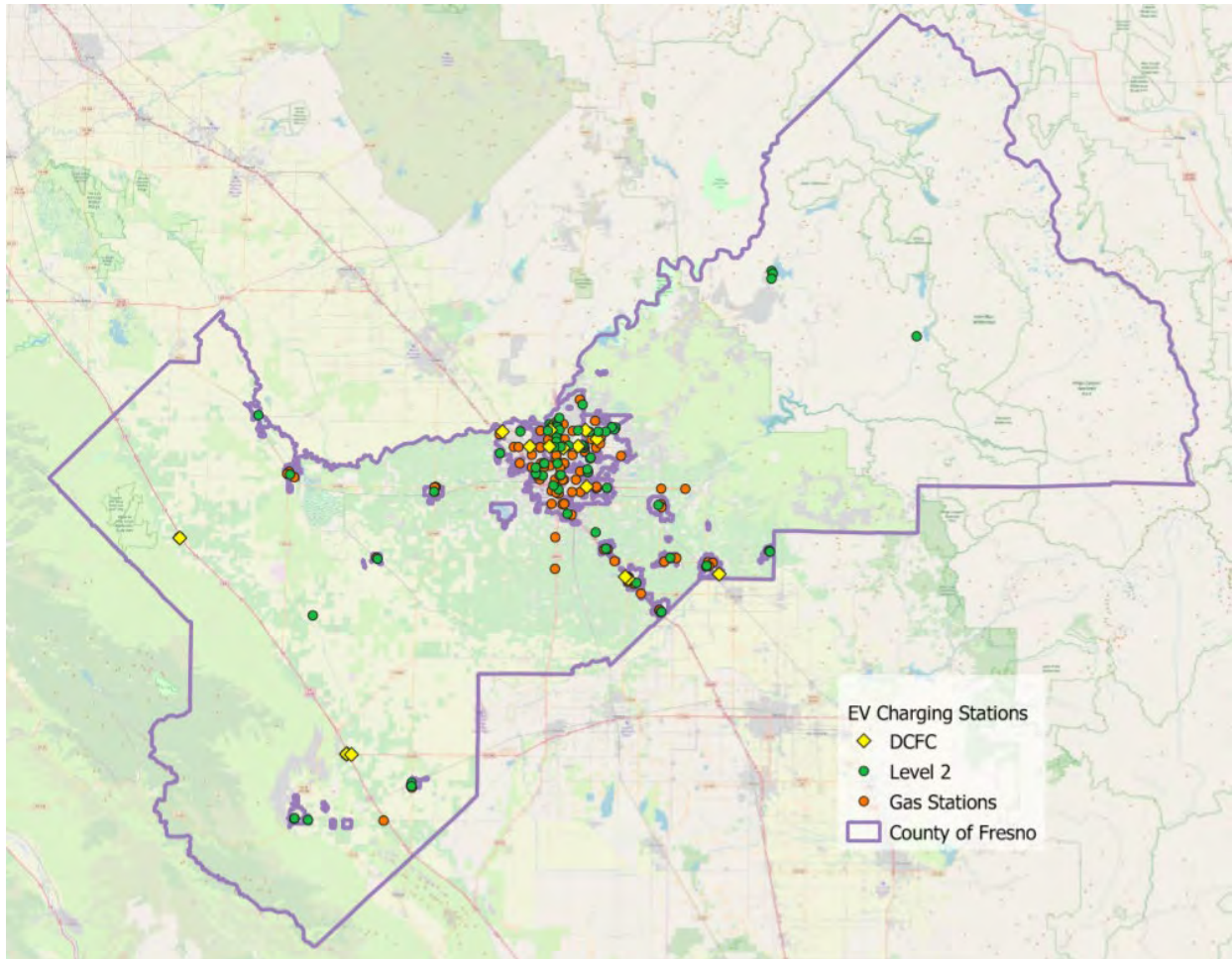
Figure 8 – Charging Stations by City, County, and Type



Source: US DOE (2019), CA DMV (2018), Energeia analysis

Figure 9 shows the location of all reported public charging stations in Fresno County by type. The figure also shows the location of gas stations to provide context as to the current routine of existing drivers in terms of where they fill up gas for their internal combustion engine vehicles. Siting electric vehicle chargers near these locations would allow for PEV adoption without significantly altering driver impacts – however, there may also be an opportunity to improve conditions, which will be examined as part of the optimal infrastructure siting analysis.

Figure 9 – Locations of Public Charging Stations

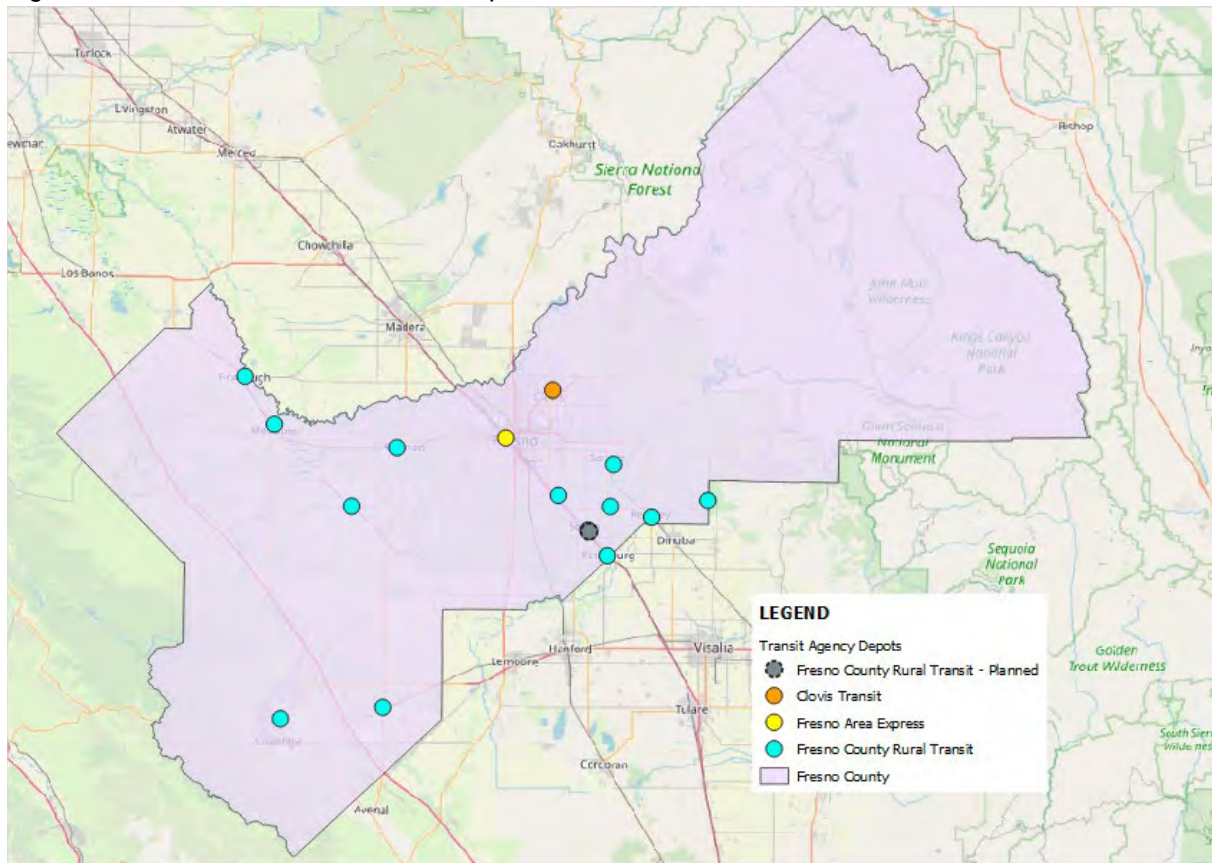


Source: Energeia Research

*CHARGING STATIONS FOR PUBLIC TRANSIT FLEETS*

A map of public transit fleet depots is presented in Figure 10, based on information provided in response to the RFI. Currently, FCRTA is the only agency with chargers deployed to power their electric buses at their Selma maintenance facility and public works yards.

Figure 10 – Locations of Transit Fleet Depots



Source: FCOG RFI (2019-2020)

**EXISTING AIR QUALITY CONDITIONS**

Existing air quality conditions within Fresno County were assessed as part of the baseline conditions assessment in order to identify high priority areas based on air quality burden and to inform quantification of the benefits of PEV charging station implementation. The analysis is based on data that was obtained via public domain research of emission trends and their correlations with vehicle uptake. Heatmap data was collected from the California Office of Environmental Health Hazard Assessment’s (OEHHA) CalEnviroScreen 3.0 tool.

*EMISSION TRENDS OVER TIME*

Trends in the reported tailpipe emissions of nitric oxides (NO<sub>x</sub>), sulfuric oxides (SO<sub>x</sub>), and particulate matter 2.5 or less micrometers in diameter (PM<sub>2.5</sub>) and particulate matter 10 or less micrometers in diameter (PM<sub>10</sub>) from 2012-2019<sup>5</sup> are reported<sup>6</sup> in Figures 11-13.

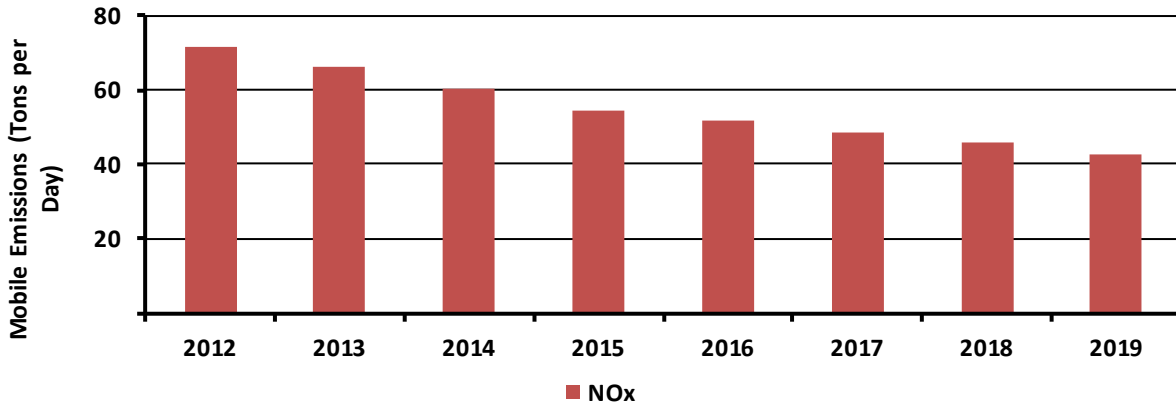
The data shows that NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions have continued to decline throughout the reported period. Emission levels of SO<sub>x</sub> have decreased significantly in the years 2012-2014 and then have held at a fairly stable level since.

<sup>5</sup> An 8-10 year historical period was selected based on the 10-year forecast period of the Plan.

<sup>6</sup> SO<sub>x</sub>, NO<sub>x</sub>, P10 and P2.5 are the most commonly analyzed tailpipe and environmental emissions.

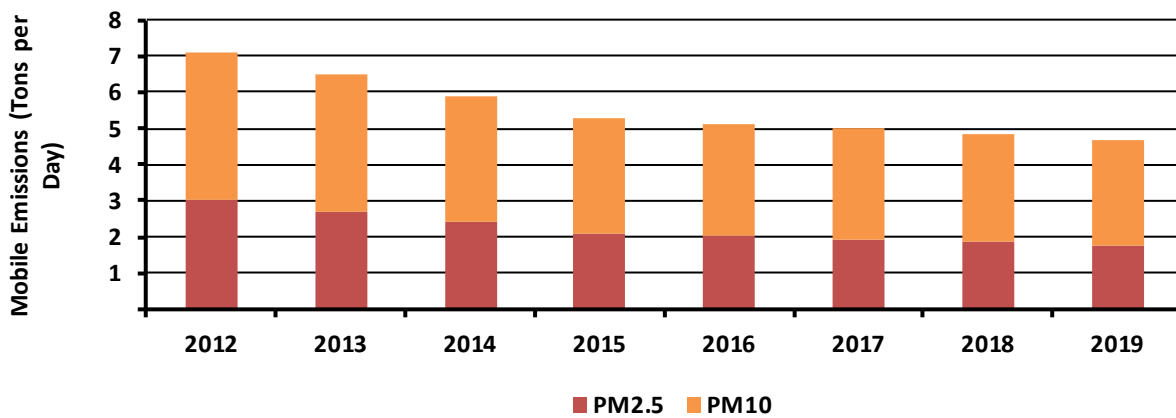


Figure 11 – Trends in NOx Emissions



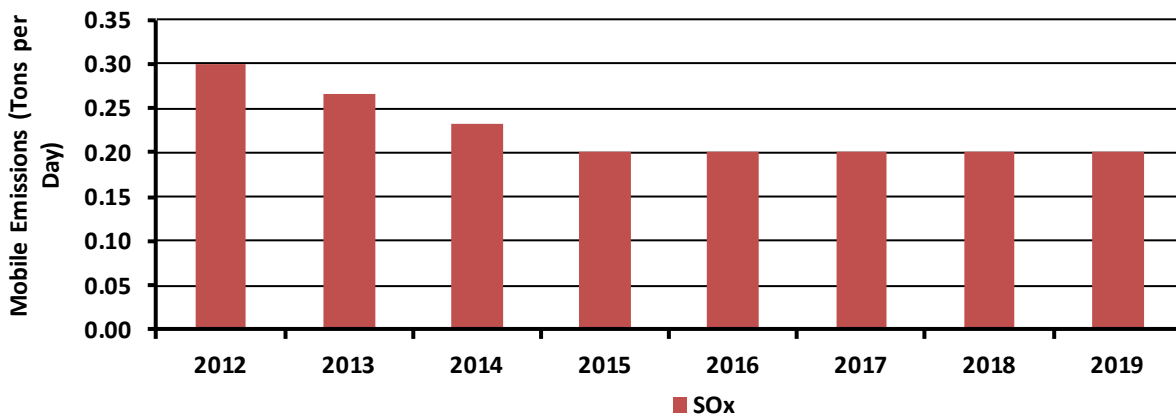
Source: CARB (2016), Energeia Analysis

Figure 12 – Trends in PM<sub>2.5</sub> and PM<sub>10</sub> Emissions



Source: CARB (2016), Energeia Analysis

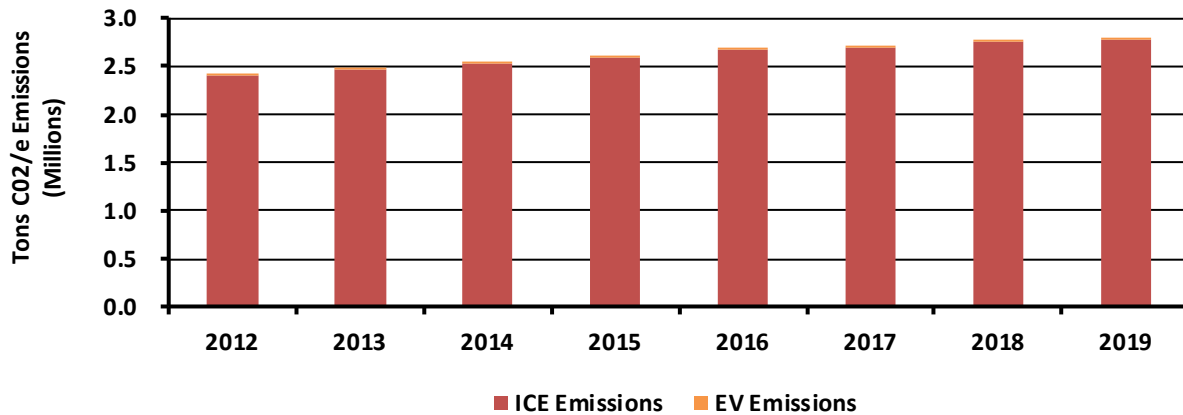
Figure 13 – Trends in SOx Emissions



Source: CARB (2016), Energeia Analysis

In addition to air quality conditions, existing transportation-related greenhouse gas emissions were also reviewed as of CO<sub>2</sub> emissions is a priority statewide. Figure 14 shows CO<sub>2</sub> emissions<sup>7</sup> trends from 2012-2019 from passenger vehicle driving.<sup>8</sup> These are calculated based on per vehicle emissions estimates and the historical vehicle registration count for the County.<sup>9</sup>

Figure 14 – Trends in CO<sub>2</sub> Emissions



Source: US DOE (2019), CA DMV (2018), Energeia Analysis

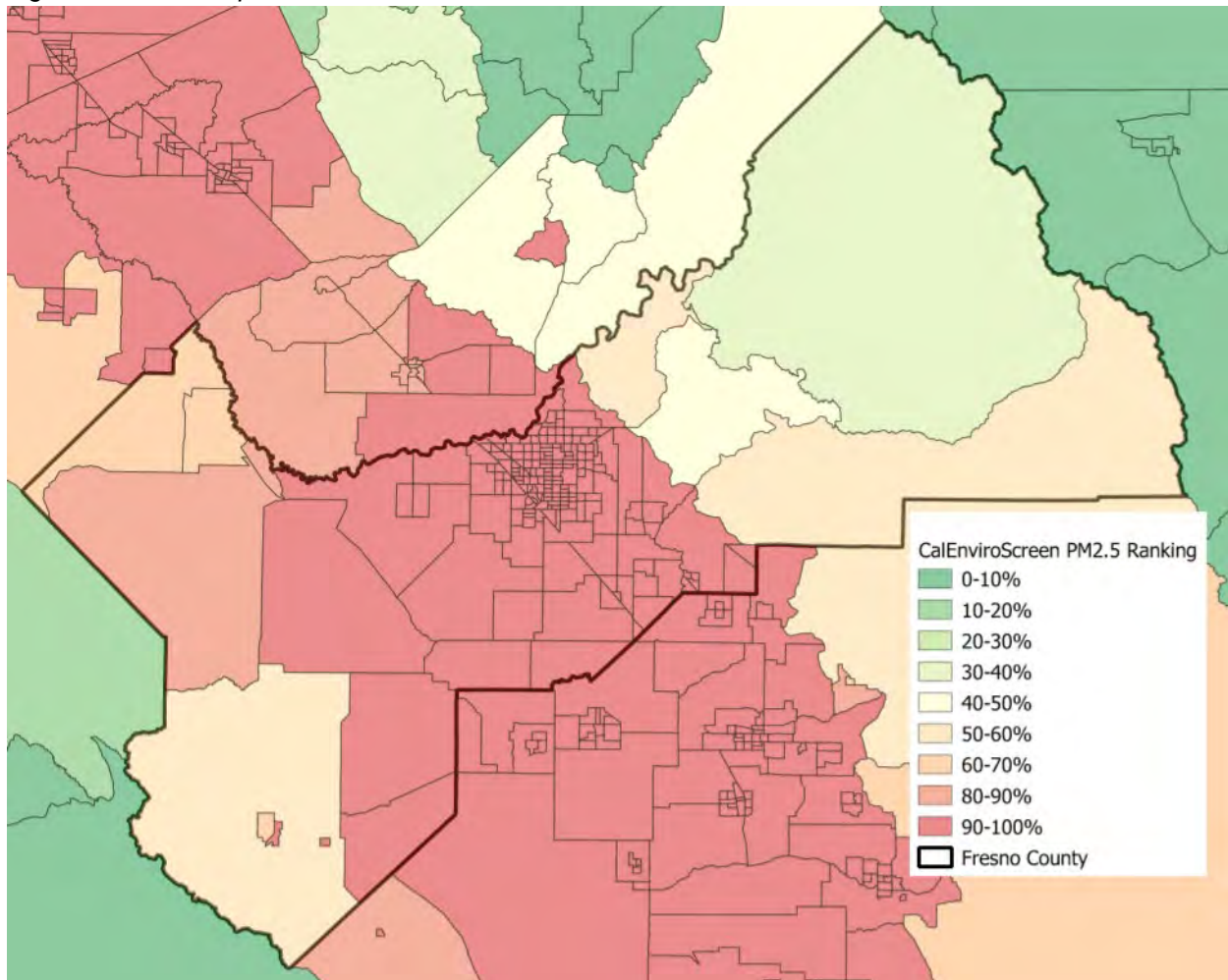
*LOCALIZED EMISSIONS MAPS*

Many areas within Fresno County are particularly impacted by high levels of pollutants generated by internal combustion engine vehicles, with multiple census tracts scoring in the highest percentile groups for both PM<sub>2.5</sub> concentration and diesel emissions in the state. These emissions are significant contributors to decreased air quality and can cause negative health impacts, including systemic respiratory complications and illnesses.

Figures 15-16 present localized emissions maps of PM<sub>2.5</sub> concentration and emissions levels within Fresno County, based on CalEnviroScreen 3.0 data. The maps are presented in the form of heatmaps, to provide a picture of zones particularly impacted with these high levels of pollutants. It is worth noting that higher emissions levels typically correlate with higher population concentrations. These

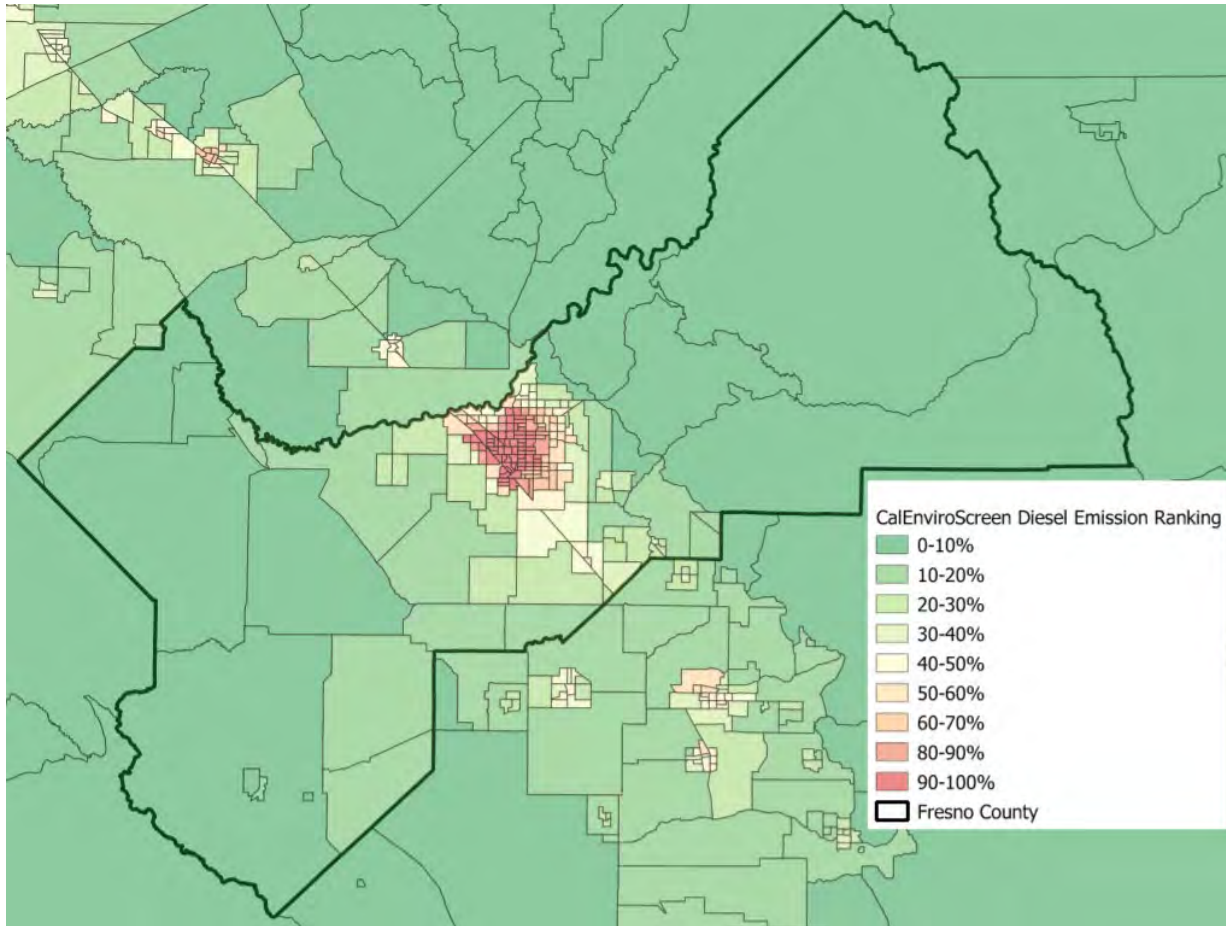
<sup>7</sup> CO<sub>2</sub> intensity is based on a constant U.S. Department of energy assumption for EV and ICE vehicles.  
<sup>8</sup> Emissions are directly correlated to the on-road vehicle count, which has been steadily increasing in Fresno County.  
<sup>9</sup> EV emissions are calculated “well-to-wheel”, essentially the emissions generated from producing the electricity used by the vehicle.

Figure 15 – Heatmap of PM2.5 Concentration



Source: CalEnviroScreen 3.0, Energeia Analysis

Figure 16 – Heatmap of Diesel Emissions



Source: CalEnviroScreen 3.0, Energeia Analysis

**PRELIMINARY FINDINGS**

This memorandum presents the results of the analysis done as part of the baseline conditions assessment to inform the electric vehicle charging siting locations for public use within Fresno County as part of the Electric Vehicle Readiness Plan being prepared for the Fresno Council of Governments.

As a result of this analysis, the following preliminary findings are presented:

- Fresno County is currently below the state average in terms of electric vehicle adoption
- Many residents within Fresno County face relatively greater obstacles to PEV adoption including lower mean household incomes and lower levels of home ownership
- The number of publicly available electric vehicle charging stations with Fresno County is lower than the state average, representing another barrier to reaching statewide targets
- A robust public charging station network is critical to supporting and encouraging electric vehicle adoption to mitigate specific barriers faced by residents
- A detailed analysis of bus duty cycles and scheduling is needed to ensure optimal fleet and chargers purchases
- Identified emission “hot spots” would especially benefit from increased electric vehicle adoption and the associated reduction in emissions

**APPENDIX:**

<b>RFI Summary: Requested Information</b>	
<b>Vehicles</b>	Government transit fleet vehicles (by type, fuel, age, organization, dept., location, annual miles)
	Current EV purchase plans by organization
	Transportation miles per year by vehicle type (by household or area)
	Number of vehicles (by household or area)
	Avg. vehicle miles traveled (by household or area)
	Number of EVs (by household or area)
	Future plans to purchase an EV (by parcel or area)
<b>Charging Infrastructure</b>	Government chargers (by type, location, vendor, installation date, organization and dept)
	Current charging infrastructure plans by organization (including non-governmental)
<b>Buildings</b>	Relevant residential and commercial building ordinances covering parking, electrical supply for new construction
	Government owned buildings
	Current solar PV, storage, or charging plans by building (for FCOG local government)
	Tax assessor data by household
	Rent rates vs. ownership by household or area
	Single family vs. multi-family households by household or area
<b>Electrical Infrastructure</b>	Medium voltage feeders and substations
	Annual electricity consumption by household
<b>Graphical Information System (GIS)</b>	Shapefiles for all roads, households, permitting requirements, and other common land uses
	Shapefiles for all low voltage (LV) and medium (MV) feeders and substations in Fresno County
	GIS layers for available social indicators within the boundary (i.e. crime, mobility access, income, etc.)
<b>Other Infrastructure</b>	Traffic by road by time of day
	Storage adoption by household
<b>EV Programs</b>	Current EV incentive programs by Fresno County organization and department
	Current plans for Future EV incentive programs by Fresno County organization and department

**Subject:** Fresno Council of Governments Electric Vehicle Readiness Plan: EV Charging Infrastructure Performance Metrics Section

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## **OVERVIEW & PURPOSE:**

As the state of California and its local communities continue to invest in public charging infrastructure in an effort to make progress on the state's greenhouse gas emissions targets, developing key performance indicators (KPIs) is critical to ensuring implemented programs deliver expected results. These metrics should account for the interests of electric vehicle (EV) drivers, non-EV drivers, other users of public space, and the broader electric vehicle market potential<sup>10</sup>. As one of the frontrunners in stimulating electric mobility in the United States, California and its local partners, such as Fresno Council of Governments, and their work in developing these metrics can set replicable standards for measuring the success of public electric vehicle charging infrastructure investments nationwide.

The California Energy Commission (CEC) estimates that the state will need at least 344,000 electric vehicle chargers to meet the goal of 1.5 million zero emissions vehicles on the road by 2025<sup>11</sup>. Planning, management, and design of plug-in hybrid electric vehicle (PEV) charging infrastructure are critical components of successful transportation electrification and these stages should be accounted for in developing key performance indicators to enhance effective rollout and operation. The development of KPIs can also provide insight useful to share with stakeholders and implement interventions.

This memorandum summarizes the key stakeholders, result indicators as well as performance indicators which will be vital in performance measurement of the charging infrastructure during the roll-out process for inclusion in the Electric Vehicle Readiness Plan (EVRP), which aims to advance PEV adoption, being prepared for the Fresno Council of Governments (FCOG).

## **EFFECTIVE KPI AND KRI CHARACTERISTICS**

Metrics are important in measuring a number of parameters and are particularly effective for demonstrating initiative success. A Key Performance Indicator (KPI) refers to a metric that reflects performance while a Key Result Indicator (KRI) refers to a metric that reflects results. Thus, KPIs are a measure of how well something is being done within a specific amount of time and are monitored constantly. On the other hand, KRIs are trailing indicators. They are outcome-based measurements and are measured after the occurrence.

KPI Characteristics:

- Have a significant impact on a strategic objective
- Are non-financial in nature
- Have short measurement cycles

KRI Characteristics:

- Typically financially oriented
- Are often centered around perception, such as satisfaction of community members using electric vehicle chargers

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<sup>10</sup> Helmus, J.R.; van den Hoed, R. Key Performance Indicators of Charging Infrastructure. In Proceedings of the 29th Electronic Vehicle Symposium, Montréal, QC, Canada, 19–22 June 2016; pp. 1–9

<sup>11</sup> <http://opr.ca.gov/planning/transportation/zev.html>

- Occur over longer measurement cycles
- Success typically associated with growth or long-term improvements or reductions to meet established goals (e.g. greenhouse gas reductions)

Developing KPIs and KRIs are important because they keep objectives at the forefront of decision making.

**FCOG EVRP: KPI AND KRI OBJECTIVES**

As part of the development of performance metrics, four primary goals of a robust public electric vehicle charging infrastructure network were identified:

- Reducing GHG emissions
- Encouraging equitable electric mobility options
- Optimizing utilization of charging infrastructure
- Developing supportive business use cases

Based on the primary performance indicators and result indicators are presented for each of the objectives in Tables 1-4.

**1. Sustainability Goals**

Objective	Result Indicators	Performance Indicators
Reducing GHG emissions	<ul style="list-style-type: none"> <li>• Improving air quality by reducing particulate matter, ozone levels and carbon monoxides</li> <li>• CO<sub>2</sub> emission reductions</li> </ul>	<ul style="list-style-type: none"> <li>• kWh charged per total vehicle miles travelled (VMT)</li> <li>• Ratio of kWh charged to gallons of gasoline sold</li> <li>• EV Vehicle penetration (Total EV/Total car registration)</li> </ul>

*Table 1: Sustainability KRIs and KPIs*

A primary objective for FCOG in developing public charging infrastructure is to facilitate zero emission miles to contribute to improved air quality (reducing emissions of CO, NOx, PM) and climate impacts (reducing CO<sub>2</sub>). Contributing to the sustainability goals is directly related to the result indicator “amount of electricity charged (in kWh)”, given that the indicator kWh provides a proxy for the amount of EV miles enabled by the charging infrastructure and thus for the amount of NOx, CO and PM prevented compared to internal combustion engines. Translation factors from kWh to number of miles driven as well as average emission factors of internal combustion engines are readily available to make relatively accurate estimations for air quality and climate change effects of the charging infrastructure. Measuring the increase in EV penetration is

also a good performance indicator as it can reduce carbon pollution and improve air quality.

**2. Facilitating Electric Mobility**

Objective	Result Indicators	Performance Indicators
<b>Encouraging electric mobility options</b>	<ul style="list-style-type: none"> <li>• Accessibility of charging infrastructure</li> <li>• Charger utilization by urban/rural communities or communities of color</li> <li>• Growth in number of users of charging infrastructure (with considerations for vulnerable communities)</li> </ul>	<ul style="list-style-type: none"> <li>• Electrical capacity utilization</li> <li>• Number of unique charging station users</li> <li>• Percentage of types of different chargers (Level 2, DCFC)</li> <li>• Charge time ratio (charge time/connection time)</li> <li>• Spatial considerations (equitable distribution, maximized geographic coverage, etc.)</li> </ul>

*Table 2: Electric Mobility KRIs and KPIs*

A second category of objectives relate to the objective of FCOG to play a facilitating role for increased adoption of electric mobility. This largely relates to facilitating EV users in providing charging facilities but also candidate EV users, considering purchasing an EV. Related result indicators include providing accessibility of charging infrastructure.

Accessibility to charging infrastructure is key to facilitating current (and future) EV users. One way to operationalize accessibility is geographic coverage of charging stations within the county. Another metric could be analysis of length of charging sessions, which can ultimately provide correlation of how extended charging can reduce the accessibility and availability of electric vehicle charging units for other users. In that vein, sessions that extend well past charging time can therefore cause an unnecessary decrease of accessibility for EV users. Monitoring this percentage per areas of scope is a necessity to take targeted measures. Given that accessibility is largely inhibited by extended sessions at a charger, interventions focused on removing fully charged EVs to make way for non-charged EVs can be powerful to achieve better utilization of the charging infrastructure.

**3. Optimizing Capacity Utilization**

Objective	Result Indicators	Performance Indicators
<b>Optimizing utilization of charging infrastructure</b>	<ul style="list-style-type: none"> <li>• Utilization of charging infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of low utilized stations</li> </ul>



*Table 3: Capacity Utilization KRIs and KPIs*

A third category of objectives for policy makers relates to public concerns about using scarce parking space for charging facilities. This largely translates to the earlier mentioned electrical capacity utilization of charging infrastructure. Whereas optimizing accessibility problems concerning over-utilization, scarce parking resources require the charging infrastructure not being under-utilized.

For policy makers finding the sweet spot between over- and under-utilization, or in KPI terms, is marked by achieving sufficient level of utilization while retaining a sufficient level of accessibility for EV users. The topic of utilization is particularly relevant on a neighborhood level or for a cluster of charging stations, given that policy makers decide upon further rollout of charging stations by observing trends in utilization of neighboring charging stations.

**4. Optimizing Facilitating Business Case for Charging Infrastructure**

Objective	Result Indicators	Performance Indicators
<b>Developing supportive business use cases</b>	<ul style="list-style-type: none"> <li>• Costs decreased</li> <li>• Benefits increased</li> <li>• Over-capacity reduced</li> </ul>	<ul style="list-style-type: none"> <li>• Costs/benefits-ratio</li> <li>• Life cycle of charging infrastructure</li> <li>• <math>\frac{\sum \text{kWh charged}}{\sum \text{potential kWh charged}}</math></li> <li>• Changes in peak kW</li> </ul>

*Table 4: Business Use Case KRIs and KPIs*

Another concern for policy makers relates to improving the business case for public charging infrastructure, or somewhat broader, the facilitation of charging infrastructure development by commercial entities. Understanding and improving the business case is then high on the agenda of policy makers as well as the kind of actions local governments and agencies may play in improving it. The business case in its most rudimentary form is basically made up of two factors: costs and benefits.

**Costs of Charging Infrastructure**

The main costs for charging infrastructure relate to hardware costs, site preparation costs, installation, maintenance, electricity and grid connection costs. Particularly hardware and connection costs have a relatively high share in the total cost of ownership. Most of these costs (e.g. hardware, maintenance, installation, electricity) lie outside the span of control of FCOG. Nevertheless, other cost factors provide opportunities for interventions and require monitoring to establish possible effects. Typical KPIs then include (i) cost-benefit ratios (to be calculated on a lifecycle basis), (ii) percentage of charging stations with positive business case, (iii) life cycle of current charging stations.

**Benefits of Charging Infrastructure**

Benefits of charging infrastructure largely relates to broader societal benefits such as improved health of the residents and environmental benefits like reduced greenhouse gases and carbon dioxide emissions. Increase in charging infrastructure will drive more EV penetration which will improve air quality. Hybrid and plug-in electric vehicles can have significant emissions benefits over conventional vehicles. EVs can also reduce the emissions that contribute to climate change and smog, improving public health and reducing ecological damage.

**PERFORMANCE METRICS**

Developing public charging infrastructure has effect on multiple stakeholders for a government agency. FCOG programs with the goal to stimulate the development of charging infrastructure have to manage these different stakeholders and play a role in how policy makers related to this program evaluate the performance of the charging infrastructure. This goes beyond assessing whether sufficient charging points are provided, or whether a particular amount of charging sessions have been achieved for a certain month. Policy makers also have to manage how residents evaluate the development of charging infrastructure at the expense of parking spaces, as well as how EV users evaluate the availability of charging infrastructure in their neighborhood. As such stakeholders’ interests and their importance for policy makers provides an important starting point for assessing the major stakes they have to manage when it comes to the rollout of new charging infrastructure. Table 5 provides an overview of the four most prominent stakeholders which influence how policy makers evaluate the performance of charging infrastructure.

Performance Metrics	Stakeholder	Data Source	Frequency of Measurement	Community Relevance
Air quality improvement due to charging infrastructure	FCOG	Charger data logs and publicly-available data such as data from CARB	Monthly	Reduced air pollution exposure
Climate change improvements due to charging infrastructure	FCOG	Charger data logs and publicly-available data such as data from CARB	Annually	GHG Reduction
Achieved cost effectiveness of charging infrastructure	FCOG	Charging Infrastructure Cost	Quarterly	Makes EV more affordable Attracts more EV users
Accessibility of charging infrastructure	EV Users	Customer Feedback	Quarterly	Developing comprehensive

				regional charging network  Easy availability of chargers
Growth in number of users of charging infrastructure	EV Users	Number of EVs in the county	Monthly	Encourages green living
Increased level of utilization of charging infrastructure	Residents (non EV users)	Charge time of the charging station per day	Weekly	Makes charging infrastructure investment more relevant
Charging infrastructure – cost reduced	Commercial parties in EV chain	Shelf life of the charging station	Annually	Accelerating adoption by individuals
Charging infrastructure – benefits increased	Commercial parties in EV supply chain and EV users	Electricity price and tariffs	Annually	Accelerating adoption by individuals
Business case charging infrastructure improved	Commercial parties in EV supply chain and EV users	Percentage of charging stations with a positive business case over time	Annually	Opportunity to add more charging infrastructure

*Table 5: Key stakeholders, objectives and metrics of charging infrastructure*

**CONCLUSION**

Comprehensive metrics can be used to monitor strategies and progress on critical areas, report findings, adjust programs as needed, enable goal setting and tracking, and inform future decision making. This memorandum provides an overview of 1) characteristics of effective KPIs and KRIs; 2) objectives of a robust public electric vehicle charging network; and 3) proposed performance metrics and the responsible parties and data sources associated with them. Table 1-4 provides an overview of the identified KRIs and KPIs. The list was developed to measure a variety of areas which would contribute to the long-term success of the implementation of a charging network. Ease of measurement and availability of data were also considered when developing the metrics. It should be noted that metrics can vary from city level to neighborhood and even discrete charging units – based on the information needed. The metrics presented in this memorandum are intended to serve as a primary starting point for tracking initiative progress and metrics can be added or adjusted as circumstances arise.

A majority of KPIs can be extracted from transaction data from the charging infrastructure while a few of the KPIs may require simulations as input. Data derived from the use of charging infrastructure by EV users is essential for policy makers for effective rollout and optimization of the use of charging infrastructure. Therefore, FCOG should set stringent requirements on the type of data they collect from the providers of charging infrastructure and arrange support in

analyzing the data for optimization purposes. The above tables provide suggestions which type of indicators should be monitored to do this effectively.

Recommendations for further work include further testing the approach with different counties in different stages of charging infrastructure development, as required performance indicators may change within different stages. Also, target KRI and KPI values should be quantified where possible (including minimum and maximum values), so as to provide more practical steering opportunities and to have even clearer evaluations as to how well various charging initiatives are performing relative to goals set. . Based on the existing approach, other KRIs and KPIs can be developed for future stakeholders in the value chain of charging infrastructure, such as distribution system operators (DSO), and utilities; also, to establish possible conflicts in interest in particular KRIs and how they may be aligned.

## Acronyms

CEC	California Energy Commission
DSO	Distribution System Operator
EV	Electric Vehicle
EVRP	Electric Vehicle Readiness Plan
FCOG	Fresno Council of Governments
GHG	Green House Gas
KPIs	Key Performance Indicators
KRIs	Key Result Indicators
kWh	Kilowatt-hour
PEV	Plug-in Electric Vehicle
VMT	Vehicle Miles Travelled

**Subject:** Fresno Council of Governments Electric Vehicle Readiness Plan: Funding Sources Section

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## OVERVIEW & PURPOSE:

Transportation is the sole largest source of greenhouse gas emissions in the state of California, at 40.1% of all emissions in 2017<sup>12</sup>. To address this issue, the state is pushing for an increase in electric vehicle adoption by calling for 1.5 million zero emissions vehicles on the road by 2025 through legislative efforts. The California Energy Commission estimates that the state will need at least 344,000 electric vehicle chargers to meet that goal, resulting in a public and private investment gap of approximately \$2.6 billion<sup>13</sup>.

Planning, management, and design of plug-in hybrid electric vehicle (PEV) charging infrastructure are critical components of successful transportation electrification. Although many communities are committed to furthering their electrification goals, identifying and obtaining appropriate funding sources can be a significant barrier to robust implementation. As a result, a thorough understanding of available funding opportunities and/or incentives for PEV charging infrastructure and electric vehicles is vital to achieving these commitments.

This memorandum outlines available funding sources and relevant incentives applicable for inclusion in the Electric Vehicle Readiness Plan (EVRP), which aims to advance PEV adoption, being prepared for the Fresno Council of Governments (FCOG). It solely highlights efforts relevant to PEV charging infrastructure within the FCOG geography.

## FUNDING SOURCES:

The following are funding sources and relevant incentives to serve as baseline resources for the EVRP. There are a number of different funding sources available that have varying target recipients, such as single-family residents or small businesses. This memorandum organizes the available funding resources into three (3) categories based upon the role that FCOG would serve to maximize impact and potential benefit within the broader community. The categories are divided as follows: (1) Encourage private adoption of PEVs and PEV-related infrastructure (2) Leverage public investment in PEVs and PEV-related infrastructure and (3) Develop partnerships with local governments to expand PEVs and PEV-related infrastructure adoption. The sections focus on funding available to the private sector, public, and through state and federal initiatives, respectively. As such, identical funds may be repeated in different action sections due to overlapping stakeholders each fund pertains to. Each funding source has the providing agency, brief description, action to be taken by the applicant, funding amount, stakeholders impacted, and target locations for PEV charging infrastructure. It is important to note that the descriptions are not intended to be comprehensive and the programs may have additional requirements and restrictions that should be accounted for by applicants. It is suggested that applicants considering a funding source follow up directly with the sponsoring entity as they proceed with applications.

- 1. FCOG Action – Encourage electric vehicle adoption and/or increased charging infrastructure development by educating private stakeholders (developers, business owners, residents, etc.)**

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<sup>12</sup> [https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000\\_2016/ghg\\_inventory\\_trends\\_00-16.pdf](https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf)

<sup>13</sup> <https://www.treasurer.ca.gov/cpcf/calcap/workshop/20180130/evcs-presentation.pdf>

on the various applicable funding sources available as these funding sources are primarily targeted for private infrastructure and do not explicitly support public-use charging infrastructure. Funding sources include:

**CALIFORNIA AIR RESOURCES BOARD**

**Clean Vehicle Assistance Program:** Funding for the public to offset initial costs for eligible EVs as well as lower Level 2 charger costs. The applicant needs to be from California, below a certain income level, and complete a specified training. The applicants must have secured the funding before purchasing the vehicle.

Table 1: Income bracket to be eligible for the Clean Vehicle Assistance Program.

Number of People	Maximum Annual Income
1	\$48,560
2	\$65,840
3	\$83,120
4	\$100,400
5	\$117,680
6	\$134,960
7	\$152,240
8	\$169,520

Applicant Action: Begin the application through this [website](#).

Amount: Incentives vary based on income level and vehicle type. A \$1,000 prepaid card for EVGO stations can be provided in lieu of Level 2 charger installation.

Table 2: Incentives offered for various vehicles and chargers through the Clean Vehicle Assistance Program.

Vehicle Type	Vehicle Incentive	Charger Incentive
Battery Electric Vehicle (BEV)	Up to \$5,000	Up to \$2,000 for Level 2
Plug-in Hybrid (PEV)	Up to \$5,000	Up to \$2,000 for Level 2
Hybrid Electric Vehicle (HEV)	Up to \$2,500	N/A

Eligible Entities: Low income residents

Target Infrastructure Locations: Single family homes

Resource: <https://cleanvehiclegrants.org/>

**Clean Vehicle Rebate Project:** Rebate program for select electric vehicles purchased between 9/2/2019 and 12/2/2019. Income eligibility is required and low-income applicants (less than or equal to 300 percent of the federal poverty level) can receive an additional \$2,500 in funding.

Table 3: Income bracket to be eligible for the Clean Vehicle Rebate Project. Residents less than or equal to 300 percent of the federal poverty line receive an additional \$2,500 in rebates.

Filer	Maximum Annual Income
Single	\$150,000
Head-of-Household	\$204,000
Joint	\$300,000

Applicant Action: [Applications](#) end 3/2/2020 if the applicant has purchased a zero-emission vehicle between 9/2/2019 and 12/2/2019. Check the resource link below for updates on future offerings.

Amount: Up to \$4,500. Additional \$2,500 for residents less than or equal to 300 percent of the federal poverty line.

Eligible Entities: Residents

Target Infrastructure Locations: Single family homes

Resource: <https://cleanvehiclerebate.org/eng/eligible-vehicles>

**Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP):**

Vouchers provided directly through vehicle dealers for zero emission trucks and buses and applied at time of purchase. Vouchers are available on a first-come, first-serve basis and current funding availability can be found on the program website. The vouchers can be applied towards any vehicle model which is HVIP-approved. The list of approved zero emission vehicles includes school buses, coach buses, transit buses, as well as vans and medium to heavy duty trucks. The catalog of approved vehicles can be found on the program website. As any vehicle purchaser or fleet operator is eligible for this program, it should be noted that this specific program can also apply to other FCOG action categories presented in this memo, such as leveraging partnerships.

Applicant Action: Dealers must apply for certification through the program in order to offer vouchers. Any dealer or vendor affiliated with a manufacture which produces HVIP-approved vehicles may become an HVIP-approved dealer. Purchasers must purchase the vehicle through an approved dealer. Dealers will process the HVIP voucher.

Amount: Incentives vary from \$20,000 to \$190,000 per vehicle. Amount varies based on vehicle type and size with increased funding available for disadvantaged communities.

Eligible Entities: Any vehicle purchaser or fleet operator.

Target Infrastructure Locations: Vehicles purchased through the program must be domiciled in California for at least three years. Increased incentive amounts are available for vehicles domiciled in disadvantaged communities.

Resource: <https://www.californiahvip.org>

**CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY (CPCFA)**

**Electric Vehicle Supply Equipment (EVSE) Loan and Rebate Program:** Provides loans for the design, development, purchase, and installation of EVSE at small business locations and multi-family dwellings in California. A partnering financial program was also developed to encourage funding institutions to offer these loans. The Program may provide up to 100% coverage to lenders on certain loan defaults with the borrower receiving a rebate based on their loan amount.

Applicant Action: Participants fill out an application ([borrowers](#) and [lenders](#)) and submit via email.

Amount: Up to \$500,000 loan, borrower eligible for a rebate at 10-15% of the loan amount. Rebate can be used for Level 2 charging, DC fast chargers, and medium/heavy duty chargers.

Eligible Entities: Small businesses (1,000 employees or less), financial institutions, landlords.

Target Infrastructure Locations: Workplace, business parking lot, multi-family

Resource: <https://www.treasurer.ca.gov/cpcf/calcap/evcs/index.asp>

**PACIFIC GAS AND ELECTRIC COMPANY (PG&E)**

**Clean Fuel Rebate:** Rebate for owning or leasing an eligible electric vehicle within the service territory. It is up to the applicant to determine when to apply for the rebate; however, limited funds are available and are on a first-come first-serve basis.

Applicant Action: Apply through an online [portal](#).

Amount: \$800

Eligible Entities: Residents (PG&E customers)

Target Infrastructure Locations: Workplace, single family homes

Resource: [https://www.pge.com/en\\_US/residential/solar-and-vehicles/options/clean-vehicles/electric/clean-fuel-rebate-for-electric-vehicles.page](https://www.pge.com/en_US/residential/solar-and-vehicles/options/clean-vehicles/electric/clean-fuel-rebate-for-electric-vehicles.page)

**EV Fleet:** Utility will construct, own, and maintain electrical equipment from the transformer to the meter. In addition, incentives are available for medium and heavy-duty vehicles and chargers within the service territory. At least 2 vehicles must be acquired before 2024. The owner is required to provide charging data for at least 5 years and operate the chargers for at least 10 years.

Applicant Action: Find out more information through this [site](#).

Amount: Up to 25 vehicles and \$42,000 for chargers.

Table 4: Incentives offered for various vehicles and chargers through PG&E's EV Fleet Program.

Vehicle Type	Per Vehicle Incentive Cap
Transit buses and Class 8 Vehicles	\$9,000 per vehicle
Transportation refrigeration units, truck stop electrification, and forklifts	\$3,000 per vehicle
School buses, local delivery trucks, and other vehicles	\$4,000 per vehicle
Power Output	Rebate for Eligible Customers
Up to 50kW	50% of the charger cost, up to \$15,000
50.1 to up to 150kW	50% of the charger cost, up to \$25,000
150.1kW and above	50% of the charger cost, up to \$42,000

Eligible Entities: Medium and heavy-duty fleet operators, business owners with medium and heavy-duty fleets (farms, construction firms, trucking companies, etc.).

Target Infrastructure Locations: Vehicle storage areas, manufacturing lots, schools

Resource: [https://www.pge.com/en\\_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page](https://www.pge.com/en_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page)

**SOUTHERN CALIFORNIA EDISON (SCE)**

**Clean Fuel Reward Program:** Rebate for owning or leasing an eligible electric vehicle within the service territory. It is up to the applicant to determine when to apply for the rebate; however, limited funds last.

Applicant Action: Apply through this [site](#).

Amount: \$1,000 for vehicles obtained after 1/1/2019; \$450 if obtained before then.

Eligible Entities: Residents (SCE customers)

Target Infrastructure Locations: Workplace, single family homes

Resource: <https://www.sce.com/residential/electric-vehicles/ev-rebates-incentives/cfrp>

**THE SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT**

**Alternate Fuel Mechanic Training:** Funding to provide education for mechanics on alternative fueled vehicles. Open to institutions that are currently using an alternative fuels program, servicing an alternative fuels system, or making the transition to alternative fuels technology in their fleet or infrastructure operations.

Applicant Action: Apply through the online [site](#).

Amount: Up to \$15,000 per fiscal year for eligible education or training.

Eligible Entities: Repair shops, fleet maintenance businesses

Target Infrastructure Locations: Gas stations, auto-repair shops

Resource: <http://valleyair.org/grants/mechanictraining.htm>

**Electric School Bus Incentive Program:** Incentive to replace existing diesel school buses (at least 2 years old) with electric buses. Buses must service a public school and not yet have purchased the replacement bus.



Applicant Action: Apply through the online [site](#).  
Amount: Up to \$400,000  
Eligible Entities: Private fleet operator servicing public schools  
Target Infrastructure Locations: School bus storage/maintenance lot  
Resource: <http://valleyair.org/grants/electric-school-bus.htm>

**Charge Up! EV Charger:** Voucher to install new electric vehicle chargers (level 2 and up). To receive the voucher, the applicant must file for the voucher before equipment is purchased. Single family residences are not applicable for this program. Additional funds can be provided through the Fresno County Incentive Project; however, no funding is available at this time.

Applicant Action: Apply through the online [site](#).  
Amount: Funding cap is \$50,000 per applicant/site.

Table 5: Incentives offered for various chargers through the Chare Up! EV Charger Program.

Charger Type	Maximum Amount per Unit	Minimum Cost Share
Level 2 Single Port	\$5,000	None
Level 2 Dual Port	\$6,000	None
Level 3/DC Fast Charger	\$25,000	30% of total cost

Eligible Entities: Business owners, developers of multi-unit dwellings  
Target Infrastructure Locations: Residential and business Curbside, business or multi-family parking lot, gas stations  
Resource: <http://valleyair.org/grants/chargeup.htm>

**Drive Clean! Rebate:** Rebate for purchasing a new, eligible electric vehicle. Rebates are offered within 18 months from when the vehicle was purchased.

Applicant Action: Apply through the online [site](#).  
Amount: Up to \$3,000, varies based on vehicle type

Table 6: Rebates offered for various eligible vehicles through the Drive Clean! Rebate Program.

Vehicle Type	Rebate
Battery-electric vehicles	\$3,000
Hydrogen fuel cell vehicles	\$3,000
Plug-in hybrid electric vehicles	\$2,000
Zero-emission motorcycles	\$1,000
Natural gas vehicles rated as Super Ultra-low Emission Vehicle	\$1,500
Natural gas vehicles rated as an Advanced Partial Zero-emission Vehicle	\$2,000

Eligible Entities: Residents, business owners  
Target Infrastructure Locations: Workplace, single family homes  
Resource: <http://valleyair.org/drivecleaninthesanjoaquin/rebate/>

**CALIFORNIA ENERGY COMMISSION**

**Electric Vehicle Supply Equipment (EVSE) Incentive Program:** Rebate for installing DC fast chargers or level 2 chargers. Disadvantaged communities can receive additional funding and are required to receive 25% of total funds. Chargers must be publicly available 24/7/265; thus, they cannot be located behind a fence or in a gated parking lot. Eligible sites include retail core, grocery store, restaurant, gas station, hospital, hotel, parking lot, casino, transit hub, or curbside. Design, engineering, and utility service request costs are eligible if incurred after October 10, 2019 but are incurred at the applicant's risk prior to funds reserved.

**Applicant Action:** All funding has been applied for and is being review. Check the real-time funding [dashboard](#) if funds open.  
**Amount:** Varies based on community, technology, and number of connectors

Table 7: Incentives offered for various chargers, based on the community designation, provided through the EVSE Program.

Charger Type	Disadvantaged Community (DAC)	Outside DAC
<b>Level 2</b>	\$80,000 or 80% of project cost, whichever is less	\$70,000 or 75% of project cost, whichever is less
<b>DC Fast Charger</b>	\$4,000 per connector Additional \$1,000 per connector in Multi-unit dwelling	\$3,500 per connector Additional \$1,000 per connector in Multi-unit dwelling

**Eligible Entities:** Property owners, developers.

**Target Infrastructure Locations:** Disadvantage community business parking lot (hotel, multi-family, transit hub, hospital, etc.), gas station, residential and business curbside

**Resource:** <https://calevip.org/>

- FCOG Action – Leverage public stakeholders (public department heads, schools, parks and recreation, etc.) to apply for the identified funding sources and obtain the investment needed to electrify their fleets and install public chargers. Sources include:**

**Pacific Gas and Electric Company (PG&E)**

**EV Fleet:** Utility will construct, own, and maintain electrical equipment from the transformer to the meter. In addition, incentives are available for medium and heavy-duty vehicles and chargers within the service territory. At least 2 vehicles must be acquired before 2024. The owner is required to provide charging data for at least 5 years and operate the chargers for at least 10 years.

**Applicant Action:** Find out more information through the [site](#).

**Amount:** Up to \$9,000 per vehicle and up to \$42,000 for chargers

Table 8: Incentives offered for various vehicles and chargers through PG&E's EV Fleet Program.

Vehicle Type	Per Vehicle Incentive Cap
<b>Transit buses and Class 8 Vehicles</b>	\$9,000 per vehicle
<b>Airport ground support equipment, and forklifts</b>	\$3,000 per vehicle
<b>School buses, local delivery trucks, and other vehicles</b>	\$4,000 per vehicle
Power Output	Rebate for Eligible Customers
<b>Up to 50kW</b>	50% of the charger cost, up to \$15,000
<b>50.1 to up to 150kW</b>	50% of the charger cost, up to \$25,000
<b>150.1kW and above</b>	50% of the charger cost, up to \$42,000

**Eligible Entities:** Public entities (local Department of Transportation, Department of Public Works, Parks and Recreation, Public Schools, airports)

**Target Infrastructure Locations:** School parking lot, public agency vehicle storage space

**Resource:** [https://www.pge.com/en\\_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page](https://www.pge.com/en_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page)

**THE SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT**

**Alternate Fuel Mechanic Training:** Funding to provide education for mechanics on alternative fueled vehicles. Open to institutions that are currently using an alternative fuels program, servicing an alternative fuels system, or making the transition to alternative fuels technology in their fleet or infrastructure operations.

**Applicant Action:** Apply through the online [site](#).

**Amount:** Up to \$15,000 per fiscal year for eligible education or training.

Eligible Entities: Public entities (local Department of Transportation, Department of Public Works, Parks and Recreation).

Target Infrastructure Locations: Public agency vehicle maintenance space

Resource: <http://valleyair.org/grants/mechanictraining.htm>

**Public Benefit Grant Program:** Funding to purchase new, [eligible](#) alternative fueled light duty vehicles. Funds are solely provided to public agencies, public educational institutions, and any other public agency as defined by Government Code section 6252. Applicants must be able to demonstrate that charging infrastructure will be available by time of vehicle purchase. Funding must be approved before the vehicle is purchased.

Applicant Action: Apply through the online [site](#).

Amount: Up to \$100,000 per agency (\$20,000 per vehicle)

Eligible Entities: Public entities (Local Department of Transportation, Department of Public Works, Parks and Recreation, etc.)

Target Infrastructure Locations: Public agency vehicle storage spaces, public facility parking lots, curbsides

Resource: <http://valleyair.org/grants/publicbenefit.htm>

**Electric School Bus Incentive Program:** Incentive to replace existing diesel school buses with electric buses. Buses must service a public school and not yet have purchased the replacement bus.

Applicant Action: Apply through the online [site](#).

Amount: Up to \$400,000

Eligible Entities: Public Schools

Target Infrastructure Locations: School parking lots

Resource: <http://valleyair.org/grants/electric-school-bus.htm>

**Charge Up! EV Charger:** Voucher to install electric vehicle chargers (level 2 and up). To receive the voucher, the applicant must file for the voucher before equipment is purchased. Additional funds can be provided through the Fresno County Incentive Project; however, no funding is available at this time.

Applicant Action: Apply through the online [site](#).

Amount: Up to \$50,000 per applicant/site

*Table 9: Incentives offered for various chargers through the Chare Up! EV Charger Program.*

Charger Type	Maximum Amount per Unit	Minimum Cost Share
Level 2 Single Port	\$5,000	None
Level 2 Dual Port	\$6,000	None
Level 3/DC Fast Charger	\$25,000	30% of total cost

Eligible Entities: Public entities

Target Infrastructure Locations: Public facility parking lot, curbside

Resource: <http://valleyair.org/grants/chargeup.htm>

**CALIFORNIA ENERGY COMMISSION**

**Electric Vehicle Supply Equipment (EVSE) Incentive Program:** Rebates for installing DC fast chargers or Level 2 chargers. Disadvantaged communities may qualify for additional funding and are required to receive 25% of total allocated funds. Chargers must be publicly available at all times (24/7/265); thus, they cannot be located behind a fence or in a gated parking lot. Eligible sites include parking lots, libraries, transit hubs, or curbsides. Design, engineering, and utility service request costs are eligible if incurred

after October 10, 2019 but are incurred at the applicant’s risk prior to funds being reserved.

**Applicant Action:** At the time of the writing of this memo, all funding has been applied for and is currently being reviewed. The real-time funding [dashboard](#) will indicate if and when renewed funds become available.

**Amount:** Varies based on community, technology, and number of connectors.

Table 10: Incentives offered for various chargers, based on the community designation, provided through the EVSE Program.

Charger Type	Disadvantaged Community (DAC)	Outside DAC
<b>Level 2</b>	\$80,000 or 80% of project cost, whichever is less	\$70,000 or 75% of project cost, whichever is less
<b>DC Fast Charger</b>	\$4,000 per connector Additional \$1,000 per connector in Multi-unit dwelling	\$3,500 per connector Additional \$1,000 per connector in Multi-unit dwelling

**Eligible Entities:** Public entities

**Target Infrastructure Locations:** Disadvantage community business parking lot (library, transit hub, airport, etc.), residential and business curbside

**Resource:** <https://calevip.org/>

**3. FCOG Action – Partner with local and state governments to develop pathways for innovative charging infrastructure or transportation electrification projects that would benefit FCOG constituents to access state or federal funding. Funding sources available for these projects include:**

**U.S. DEPARTMENT OF ENERGY / ENERGY EFFICIENCY AND RENEWABLE ENERGY**

**State Energy Program (SEP):** SEP provides “formula” grants to states to assist in designing, developing, and implementing renewable energy and energy efficiency programs. Each state’s energy office receives SEP funding and manages all SEP-funded projects.

**Action:** The California Energy Commission (CEC) uses these funds for their solicitations. Currently, there are no applicable [grants](#).

**Amount:** Total funds are \$56M for 2020, State must match 20% of funding.

**Eligible Entities:** Depending on application scope, many government agencies may apply.

**Target Infrastructure Locations:** Various depending on grant. Funding has been provided for school bus replacement to electric or CNG and hydrogen infrastructure for light duty vehicles. These projects schools and gas stations.

**Resources:** <https://www.energy.gov/eere/wipo/state-energy-program-guidance>

**U.S. DOT FEDERAL HIGHWAY ADMINISTRATION (FHWA)**

**Congestion Mitigation and Air Quality Improvement (CMAQ) Program:** The CMAQ program has provided more than \$30 billion in funding to over 30,000 transportation related environmental projects for State DOTs, metropolitan planning organizations, and other sponsors throughout the US. Electric vehicle charging infrastructure is eligible for funding.

**Action:** FCOG sponsors CMAQ requests and has received bids for the 2020 application with plans to submit proposals to FTIP by June 2020. The FCOG document does plan for ~15% of funds to go to cleaner fuel technology.

**Amount:** Total funding in 2020 is \$2.5B.

**Eligible Entities:** Governments, Department of Transportation

**Target Infrastructure Locations:** Public locations, gas stations, highway corridors

Resources: <https://www.fresnocog.org/project/congestion-mitigation-air-quality-cmaq-program/>

**National Highway Performance Program (NHPP):** The NHPP provides support for the condition and performance of the National Highway System (NHS) and for the construction of new facilities along the NHS - including EV charging stations.

Action: FCOG collaborates with Caltrans on implementing NHPP funds.

Amount: NHPP program funding for FY 20 is \$24.2B.

Eligible Entities: Governments, Department of Transportation

Target Infrastructure Locations: Highway corridors

Resources: <https://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm#Funding>

### **U.S. DOT FEDERAL TRANSIT ADMINISTRATION**

**Low or No Emission Vehicle Program:** This program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

Action: Grant [applications](#) end 3/17/2020 but are expected to reopen under the next funding cycle.

Amount: Funding for FY 20 is \$130M, 15% of cost to be shared by local or state government.

Eligible Entities: Governments, Department of Transportation

Target Infrastructure Locations: Transit hubs, transportation maintenance area

Resources: <https://www.transit.dot.gov/funding/applying/notices-funding/low-or-no-emission-program-low-no-program-fy2020-notice-funding>

**Buses and Bus Facilities Program:** The purpose of the Grants for Buses and Bus Facilities Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Action: Grant [applications](#) end 3/30/2020. Check for availability in the next funding cycle.

Amount: Up to \$45M per project, 20% of cost covered by local or state government.

Eligible Entities: Governments, Public School Districts

Target Infrastructure Locations: School parking lots, School bus storage/maintenance lot

Resources: <https://www.transit.dot.gov/bus-program>

### **CONCLUDING THOUGHTS:**

This memorandum summarizes funding opportunities and incentives for PEV and associated charging infrastructure on a regional, state, and federal level. FGOC's role to utilize these funds are:

- Encourage electric vehicle adoption and/or increased charging infrastructure development by educating private stakeholders (developers, business owners, residents, etc.) on the various applicable funding sources available.
- Leverage public stakeholders (public department heads, schools, parks and recreation, etc.) to apply for the available funding sources and obtain the investment needed to electrify their fleets and install public chargers.
- Partner with local and state governments to develop pathways for innovative charging infrastructure or transportation electrification projects that would benefit FCOG constituents in accessing state or federal funding.

As a result of this research, four (4) key considerations were identified.

- (1) Many of the funding opportunities are granted on a first come/first serve basis, so advance planning for PEV charging infrastructure is crucial.
- (2) Funds target development of PEV infrastructure in various building types. Therefore, it is important to engage the necessary stakeholders to strategically site PEV charging infrastructure to maximize the availability of the chargers and connect them with the appropriate funding source. It is also worth noting that many funding sources are specifically targeting lower-income residents and disadvantaged communities. The EVRP will consider these building types when recommending potential sites for chargers to be installed.
- (3) State grants require a portion of funds to come from the local jurisdiction. In these cases, FCOG can potentially be a liaison between the public and private sector to secure needed financing.
- (4) Specific charging locations, such as residential curbside chargers, lack designated state and federal funding mechanisms. This offers an opportunity for FCOG to work with grant providers to develop solicitations that address gaps in existing funding in locations that would complement county needs.

**Acronyms**

BEV	Battery Electric Vehicle
CEC	California Energy Commission
CMAQ	Congestion Mitigation and Air Quality Improvement
CPCFA	California Pollution Control Financing Authority
EERE	Energy Efficiency and Renewable Energy
EV	electric vehicle
EVRP	Electric Vehicle Readiness Plan
EVSE	Electric Vehicle Supply Equipment
FCOG	Fresno Council of Governments
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HEV	Hybrid Electric Vehicle
kW	Kilowatt
NHPP	National Highway Performance Program
NHS	National Highway System
PEV	Plug-in Electric Vehicle
PG&E	Pacific Gas and Electric Company
SCE	Southern California Edison
SEP	State Energy Program
SJVAPCD	San Joaquin Valley Air Pollution Control District

## Fresno COG 2022 RTP/SCS Milestones

- |  |                             |               |
|--|-----------------------------|---------------|
| • Scientific survey -                      | Spring -early summer 2020   | <b>BV</b>     |
| • Demographic forecast -                   | Spring to early summer 2020 | <b>SS</b>     |
| • Community needs workshops -              | Sept/Oct 2020               | <b>BV</b>     |
| • EIR                                      | Fall 2020 - June 2022       | <b>MP</b>     |
| • SCS scenario development -               | Fall 2020 - April 2021      | <b>SS</b>     |
| • Revenue projection, Call for projects    | Fall to early winter 2020   | <b>SMM/JS</b> |
| • Policy Element -                         | Fall 2020-Spring 2021       | <b>MP</b>     |
| • Environmental Justice Sub-committee:     | Fall 2020 - Fall 2021       | <b>THC</b>    |
| • Scenario modeling -                      | May to mid-Aug 2021         | <b>SS/KH</b>  |
| • SCS scenario outreach workshops -        | Early/mid Sept 2021         | <b>BV</b>     |
| • SCS preferred scenario selection (Board) | Oct 2021                    | <b>SS</b>     |
| • Action Element -                         | Spring-Summer 2021          | <b>MP/JS</b>  |
| • Conformity -                             | Winter 2021-Spring 2022     | <b>BD</b>     |
| • RTP document development -               | Fall 2021-Spring 2022       | <b>BV</b>     |
| • RTP/SCS adoption-                        | June 2022                   | <b>KC</b>     |







# FRESNO FUTURES

Fresno COG 2022 RTP/SCS



# What Are Futures?

- Futures are sets of assumptions about possible growth conditions in Fresno County
- Include characteristics such as population and employment growth, demographics, transportation funding, etc.
- Futures are **not** Scenarios, but rather frameworks within which the Scenarios will be tested.


# Analyzing Futures



Fresno COG will develop a base Future that represents forecasted growth projections and demographic conditions



In addition, COG will analyze an additional 3 Futures that represent more extreme conditions to test the resiliency of the scenario strategies

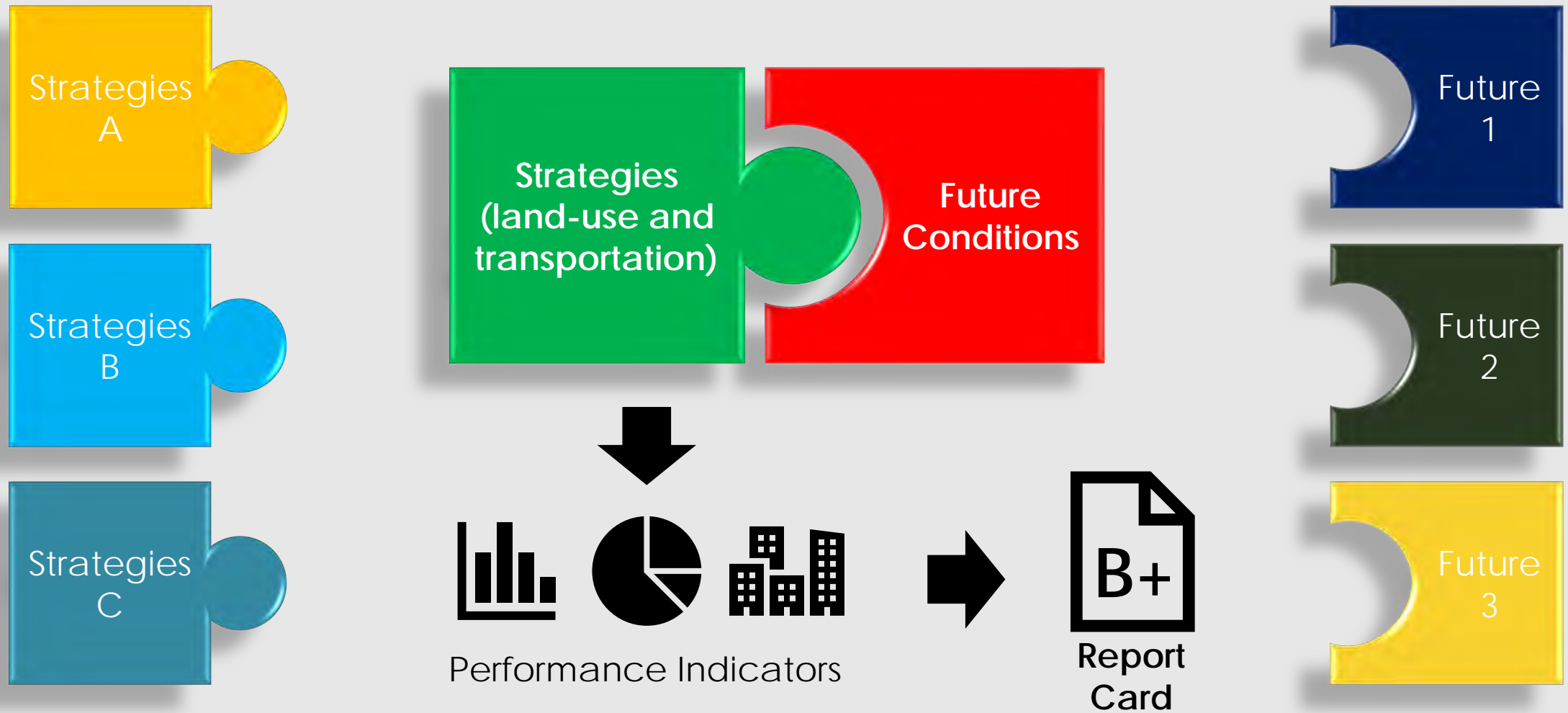


Here's what I know about the future:  
it happens as a result of what we do today.

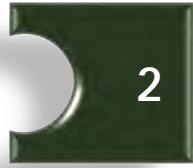
## What Is a Scenario?

- A specific vision of the future of Fresno County
- Represents a “snapshot in time” for a particular future horizon year (e.g. 2035)
- Includes the implementation of **strategies**, tested against assumptions about the **future**

# How Scenarios are Built

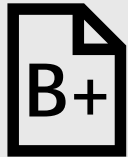
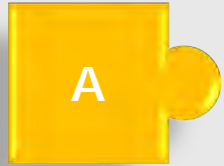


----- Futures -----



----- Strategies -----

Scenario A



Scenario A<sub>1</sub>

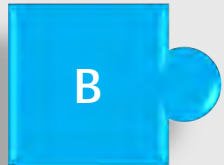


Scenario A<sub>2</sub>

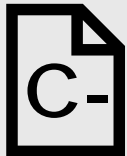


Scenario A<sub>3</sub>

Scenario B



Scenario B<sub>1</sub>



Scenario B<sub>2</sub>



Scenario B<sub>3</sub>

Scenario C



Scenario C<sub>1</sub>



Scenario C<sub>2</sub>



Scenario C<sub>3</sub>

Assessing  
Scenario  
Performance

The **best**  
strategies are  
those that show  
**resiliency** across  
multiple possible  
futures.



## Fresno Futures Focus Groups

Fresno COG hosted two Fresno Futures workshops in February where stakeholders split into focus groups to discuss three proposed futures.

Each focus group brainstormed potential impacts of each Future, as well as possible strategies to mitigate those impacts.

We will present and discuss these Futures next month.



# Questions?

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Fresno COG

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# Fresno Council of Governments

## ***Cycle 5***

***2021 REGIONAL COMPETITIVE  
ACTIVE TRANSPORTATION PROGRAM***

### ***GUIDELINES***

***Adopted by Fresno COG Policy Board on  
4/30/2020***

***Amended by Fresno COG Policy Board on  
7/30/2020***

***To be approved by the  
California Transportation Commission  
08/12/2020***

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# INTRODUCTION

## BACKGROUND

The Active Transportation Program (ATP) 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. Senate Bill 1 (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

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

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

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

## PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity 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.

In addition to the goals listed in statute, the ATP will also consider state goals and provisions set forth in Executive Order N-19-19 including state housing goals.

## PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 5 Statewide guidelines for the 2021 four-year program of projects (covering state fiscal years 2021/22, 2022/23, 2023/24 and 2024/25) were adopted on March 25, 2020 by the CTC. Each program of projects must be adopted no later than the date designated in statute 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 2021 ATP:

<b>Project Milestones</b>	<b>Revised Schedule</b>
Commission approves or rejects MPO guidelines	August 12, 2020
Statewide Project applications to Caltrans (postmark date)	September 15, 2020
Regional project application copies and resolutions due to FCOG	November 20, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	February 15, 2021
FCOG MAG Reviews and Scores regional projects	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	March 2021*
Projects not programmed distributed to large MPOs based on location	March 2021*
FCOG project recommendations to TTC/PAC for approval	March 12, 2021
FCOG project recommendations to Policy Board for adoption	March 25, 2021
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	April 15, 2021
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	May 14, 2021
Commission adopts MPO selected projects	June 2021*

\*Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

\*\*Date subject to change

## **FUNDING**

### **SOURCE**

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

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

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

### **DISTRIBUTION**

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

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

The 2021 ATP Fund Estimate was adopted at the March 25, 2020 CTC meeting. The regional shares available for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25) are \$4.8 million per the adopted 2021 ATP Fund Estimate (Appendix A).

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. Matching funds cannot be expended prior to the CTC allocation of ATP 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 ATP 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. Refer to the CTC guidelines; section 7 and 8, for specific requirements on matching and leveraging fund requirements.

## **REIMBURSEMENT**

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, Local Assistance Procedures Manual. Costs incurred prior to 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 \$2,000,000 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. All regional projects will compete within the same funding source and will be scored accordingly. Infrastructure projects will be scored based on the Small Infrastructure Criteria.

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/](http://www.fhwa.dot.gov/environment/recreational_trails/)). However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and need not meet the Recreational Trails Program requirements.

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-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).

*Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the CTC adopted ATP Guidelines Appendix A for more information regarding the funding of plans.*

## **ELIGIBILITY**

### **ELIGIBLE APPLICANTS**

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

- Local, Regional or State Agencies-Examples include city, county, MPO, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
  - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary.
  - A tribal government may also partner with another eligible entity to apply if desired.

- 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.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

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 procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

## PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

## ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the program goals. Because some of the funds in the ATP are federal funds, all 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 phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC's website: <https://catc.ca.gov/programs/state-transportation-improvement-program>

A capital improvement that is required as a condition for private development approval or



permits is not eligible for funding from the ATP.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. NI projects can be start-up programs or new and/or expanded components of existing programs. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. The ATP funds cannot fund ongoing program operations. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- Infrastructure projects with non-infrastructure components: This is a capital improvement project that includes an education, encouragement, or enforcement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.
- Quick-Build Project Pilot: The Commission will consider a small number of quick-build projects for the 2021 ATP as a pilot. Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects do require construction, but are built with durable, low to moderate cost materials and last from one year to five years. See Appendix D in the CTC adopted guidelines for additional details. Quick-Build projects are not applicable to the region if they are not selected at the state.

## EXAMPLE PROJECTS

Below is a list of projects generally considered eligible for ATP 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 improving the active transportation operations/usability and 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. Components may include but are 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.
  - 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 or designed to promote walking and biking on a daily basis.
  - 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 ATP.

## PROJECT TYPE REQUIREMENTS

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

## DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the

2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

- **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (scores must be greater than or equal to 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>
- **National School Lunch Program:** At least 75% of public school students in the project area are eligible to receive free or reduced- price meals under the National School Lunch Program. 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. Project must be located within 2 miles of the school(s) represented by this criteria.
- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The [live map](#) and the direct data can both be found on the California Healthy Places Index website: <https://map.healthyplacesindex.org/>.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of that state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.

## PROJECT SELECTION PROCESS

### REGIONAL COMPETITIVE ATP PROJECT SELECTION

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

- 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, phases, state only funding requests, amount benefitting disadvantaged communities
  - Project type designations such as non-infrastructure, Safe Routes to School, etc.
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)
- Copies of all project applications

## PROJECT APPLICATION AND SUBMITTAL REQUIREMENTS

ATP project applications will be available at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

The FCOG Regional Competitive ATP information will be made available at: <https://www.fresnocog.org/project/active-transportation-program-atp/>.

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

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

- A. **Large Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project’s likelihood of funding.
- B. **Medium Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of more than \$2 million and up to \$ 7 million will be considered a Medium Project and must use the Medium Project application.
- C. **Small Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of \$2 million or less will be considered a Small Project and must use the Small Project application.
- D. **Non-infrastructure Only**
- E. **Plan:** Plans cannot be combined with any other type of project.

A project application must include a complete Caltrans cycle 5 ATP application, the FCOG Regional Supplemental Application (Appendix B), and formal council/board/district resolution of the ATP project. 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: Jennifer Soliz  
2035 Tulare Street Suite 201  
Fresno, CA 93721

Please submit eight hard copies and one electronic copy of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Jennifer Soliz at [jsoliz@fresnocog.org](mailto:jsoliz@fresnocog.org). You may also contact us by phone at 559-233-4148 ext. 223.

## SCREENING CRITERIA

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

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted CTC ATP Cycle 5 guidelines.

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

## 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 components of the ATP and requirements of the various fund sources.

See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring criteria is gray, it is not applicable to that application type.

	Scoring Topic	Plan Application	Non-Infrastructure Only Application	Infrastructure or Infrastructure/Non-Infrastructure Applications		
				Small	Medium	Large
A.	Benefit to Disadvantaged Communities (DAC)	30	10	6	10	10
B.	Need	20	40	50	40	38
C.	Safety		10	25	25	20
D.	Public Participation & Planning	25	15	10	10	10
E.	Scope and Plan Layout Consistency and Cost Effectiveness					7
F.	Scope and Plan Layout Consistency		10	5	5	
G.	Implementation & Plan Development	25				
H.	Context Sensitive & Innovation		5		5	5
I.	Transformative Projects					5
J.	Evaluation and Sustainability		10			
K.	Leveraging			3	5	5
L.	Corps (0 or -5)		0 or -5	0 or -5	0 or -5	0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
N.	Consistency with FCOG adopted 2018 RTP or adopted ATP Plan			1		
	<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

- A. Benefit to Disadvantaged Communities. The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants will also, if applicable, explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project.
- B. Need. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users.
- C. Safety. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.
- D. Public participation and Planning. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must

clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.

- E. Scope and Plan Layout Consistency and Cost Effectiveness. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. Scope and Plan Layout Consistency. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed.
- G. Implementation and Plan Development. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- H. Context sensitive bikeways/walkways and innovative project elements. The "recognized best" solutions appropriate for the local community context will be considered, and a description of the innovative features of the project. OR explain why the context of the project best lends itself to standard treatments/features.
- I. Transformative Projects. Evidence of the transformative nature of the project will help to inform the score. In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing.
- J. Evaluation and Sustainability. How will the effectiveness of the program be measured and sustained after completion.
- K. Leveraging. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.
- L. Corps. Use of the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
  - a. General information and instructions for consulting with the Corps on ATP projects can be found at the [California Conservation Corps website](#) or at the [California Association of Local Conservation Corps website](#).
  - b. The California Corps can be contacted at [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov).
  - c. Qualified Community conservation corps can be contacted at [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org).
  - d. 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.

- e. Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application
  
- M. Past performance. Applicant's performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award or project failure on any past ATP project.
  
- N. Consistency with FCOG adopted 2018 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

## PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

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

- Infrastructure projects
- Project readiness including, but not limited to, completed environmental documents
- Highest score on the highest point value question
- Highest score on the second highest point value question.

## PROJECT EVALUATION COMMITTEE

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

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the 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 ATP 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. Requested programming years



may vary based on programming capacity.

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

- Project approval and environmental document,
- Plans, specifications, and estimates,
- Right-of-way; and
- Construction.

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

When proposing to fund only preconstruction phases 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.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will 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.

Project applications found to not meet Project Study Report (PSR) equivalency will be required to take corrective action prior to allocation of funds. Refer to the CTC guidelines; section VI, for specific requirements.

## **PERFORMANCE METRICS**

Successful projects must submit the required performance metric data within six months of programming. The Commission may delete a project for which no performance metric data is received. The Commission will not consider approval of a project allocation for projects that have not submitted the required performance metric data. Refer to the CTC guidelines; section 23 for required performance metric data.

## **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 any of the previous cycles of Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds. This contingency list will be in effect only until the adoption of the next programming cycle.

## **BASELINE AGREEMENTS**

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or a total programmed amount of \$10 million or greater in ATP funds. Please reference section 27 of the adopted CTC ATP guidelines for requirements for baseline agreements.

## **PROGRAM/PROJECT AMENDMENTS**

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before submittal presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the Active Transportation Program as follows:

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

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

### **A. Scope Changes**

- The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following: An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
- An estimate of the impact the proposed scope change would have on the potential of the

project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).

- An explanation of the methodology used to develop the aforementioned estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval

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

Commission staff accepts or denies minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff determines the minor scope change should be denied, Caltrans will resubmit the scope change request as a major scope change.

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

#### B. Funding Distribution Changes

Agencies may request to move amounts between programmed phases (Environmental Studies and Permits (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (ROW) and Construction). Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval. When preparing a request for a funding distribution change, agencies should consider the following:

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

The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.

- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

## **ALLOCATIONS**

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding, and the consistency with the project's baseline agreement, if applicable. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. The Commission will only consider an allocation of construction funds to projects that are ready to advertise. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to FTA shall be consistent with FTA's definition of readiness for obligation.

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 (CEQA). 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 (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

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

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

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

In order to ensure the timely use of all program funds, the CTC will, contingent upon availability, advance

allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. Should requests for advance allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

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

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

## **PROJECT DELIVERY**

### **LETTER OF NO PREJUDICE**

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines are on the CTC website.

### **TIMELY USE OF FUNDS**

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

The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Extension requests for a project in the regional selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

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. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

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

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

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse.

Projects must commence the right-of-way phase or actual construction within 10 years of receiving pre-construction funding through the Active Transportation Program, or the implementing agency must repay the Active Transportation Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

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. **It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a phase is less than the amount allocated, the savings generated will not be available for future programming.**

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

## DELIVERY DEADLINE EXTENSIONS

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

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

## FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 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 33, for examples of federal requirements that must be met when administering ATP projects.

## DESIGN STANDARDS

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

## PROJECT INACTIVITY

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

## PROJECT COST SAVINGS

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

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

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase. This means that the amount transferred by a local agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

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

## PROJECT REPORTING

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

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the [Local Assistance website](#) for details.

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

## AUDITS

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

## ROLES AND RESPONSIBILITIES

### CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

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

### CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

- Prepare and provide statewide program and procedural guidance. Conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups
- Develop and provide program training.



- Solicit project applications for the program.
- Perform eligibility and deliverability reviews of ATP projects at the Commission's request and inform the Commission of any identified issues in writing and before consensus scores are submitted by the evaluators.
- Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Make Project Amendment recommendations to the Commission.
- Track and report on project implementation, including project completion.
- Create reports required by the Commission and solicit implementing agencies to submit required reports in a timely manner.
- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation, including administering the contract(s) for the ATP Resource Center.

## METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

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

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

## PROJECT APPLICANT

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

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

## PROJECT SIGNAGE

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

## ACTIVE TRANSPORTATION PLANS

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans within or, for area- wide plans, encompassing 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 Appendix A 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 2% 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 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Refer to section 9 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 ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

The 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 ATP including projects programmed, projects allocated, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities, and projects completed to date with the California Conservation Corps or qualified community conservation corps.

# APPENDIX A

## Fresno Council of Governments

2021 Active Transportation Program Cycle 5 Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

*ATP Regional Share (in thousands)*

<b>Fund Source</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>Total</b>
Federal STBG (TAP)			\$584	\$584	<b>\$1,168</b>
Federal Other			\$248	\$248	<b>\$496</b>
State	\$1,047	\$1,090	\$507	\$507	<b>\$1,014</b>
<b>Total ATP Regional Share</b>	<b>\$1,047</b>	<b>\$1,090</b>	<b>\$1,339</b>	<b>\$1,339</b>	<b>\$4,815</b>

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

## **APPENDIX B**

Fresno Council of Governments Regional 2021 Active Transportation Program Cycle 5 Supplemental Application



# Fresno Council of Governments

## ***Cycle 5***

***2021 REGIONAL COMPETITIVE  
ACTIVE TRANSPORTATION PROGRAM***

### **SUPPLEMENTAL APPLICATION**

Project Application No. (must match Caltrans ATP application):

Project name (must match Caltrans ATP application 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, all applicants are required to submit this short supplemental application.

a. This project was submitted to the statewide competition. Y / N \_\_\_\_\_

*If yes, please complete question 2.*

b. Caltrans Cycle 5 project application is complete and included. Y / N \_\_\_\_\_

**2. Project Phasing and Segmentation (skip if you did not submit this project to the statewide competition)**

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 to meet our encouraged maximum funding award request. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must complete the small infrastructure Caltrans application that includes documentation to reflect the phase or segmented project.

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

**3. Leveraging (3 points)**

Points will be based on the amount of non-ATP funding pledged to the project as listed on your Caltrans application in the PPR. The Commission will only consider cash funds for leveraging. Pre-construction phases funded by the local agency will be considered for leveraging even if the funds were expended before the application deadline.

Project is requesting 100% ATP funds

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

Total Project Cost: \$ \_\_\_\_\_

Total ATP Funding Request: \$ \_\_\_\_\_

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

Points	Amount Leveraged
1 Point	More than 10% to 15% of total project cost
2 Points	More than 15% to 20% of total project cost
3 Points	More than 20% of total project cost

**4. Project is consistent with Fresno COG’s adopted 2018 RTP, Fresno COG’s Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. (1 point)**

Project is on the constrained project list in the adopted 2018 RTP, FCOG Regional Active Transportation Plan, or adopted local Active Transportation Plan **(1 Point)**

If checked, please attach documentation highlighting the project listing on the adopted plan.

Project is NOT on an adopted Plan **(0 points)**

RTP Constrained List Link: [https://www.fresnocog.org/wp-content/uploads/2017/02/2018-RTP\\_Appendix-C\\_FINAL.pdf](https://www.fresnocog.org/wp-content/uploads/2017/02/2018-RTP_Appendix-C_FINAL.pdf)

Regional ATP Link (Appendix D): [https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev\\_Jun18.pdf](https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev_Jun18.pdf)

**5. Board Resolution Attached**

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

**Benefit to Disadvantaged Communities (6 Points)**

Severity (0-4 Points)

<b>Points</b>	<b>Median Household Income (MHI) Criteria – MHI = \$56,982</b>	
0 Points	Greater than 80% of the MHI	greater than \$56,982.40
1 Point	75% through <80% of MHI	\$53,421 through \$56,982.40
2 Points	70% through <75% of MHI	\$49,859.60 through \$53,421
3 Points	65% through <70% of MHI	\$46,298.20 through \$49,859.60
4 Points	< 65% of MHI	less than \$46,298.20
<b>Points</b>	<b>CalEnviroScreen Criteria</b>	
0 Points	Above 25% most disadvantaged	less than 39.34
1 Point	20% through 25% most disadvantaged	39.34 through 42.86
2 Points	15% through < 20% most disadvantaged	42.87 through 46.63
3 Points	10% through < 15% most disadvantaged	46.64 through 51.18
4 Points	< 10% most disadvantaged	51.19 through 94.09
<b>Points</b>	<b>Free or Reduced Lunches</b>	
0 Points	Less than 75% of students receive free or reduced lunches	
1 Point	≥ 75% through 80% of students receive free or reduced lunches	
2 Points	> 80% through 85% of students receive free or reduced lunches	
3 Points	> 85% through 90% of students receive free or reduced lunches	
4 Points	> 90% of students receive free or reduced lunches	
<b>Points</b>	<b>Healthy Places Index Percentile</b>	
0 Points	Healthy Places Index Score above 25 Percentile	
1 Point	Healthy Places Index Score 20 through 25 Percentile	
2 Points	Healthy Places Index Score 15 through <20 Percentile	

3 Points	Healthy Places Index Score 10 through <15 Percentile
4 Points	Healthy Places Index Score <10 Percentile

**Project Location (0-2 Points)**

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

**Need (50 Points)**

Statement of Project need (0-26 Points)

Points	Applicant’s ability to demonstrate a specific active transportation need.
19-24 Points	<p>The application <b>compellingly demonstrates “need” in the project area</b>, and documents all of the following in a <b>clear</b> narrative:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• data showing the local health concerns, including a comparison to statewide health data</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For projects benefiting a disadvantaged community – the need for the project in that community,</li> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>
13-18 Points	<p>The application duly demonstrates “need” in the project area, and documents: only 2 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• data showing the local health concerns, including a comparison to statewide health data</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For projects benefiting a disadvantaged community – the need for the project in that community,</li> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>
7-12 Points	<p>The application <b>demonstrates “need” in the project area</b>, and documents: <b>only 1</b> of the following clearly, and at least <b>one other partially</b>:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• data showing the local health concerns, including a comparison to statewide health data</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>
1-6 Points	<p>The application minimally <b>demonstrates “need” in the project area</b>, and <b>partially</b> documents 1 of the following:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• local health concerns</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>

0 Points	The application <b>does not demonstrate “need” in any way in the project area in any of the three areas of need</b> , and there is no mention of the need of the disadvantaged community and there is <b>no mention</b> of the NI program (if applicable).
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<b>Points</b>	<b>Applicant’s ability to demonstrate the active transportation needs of STUDENTS.</b>
2 Points	The application addresses the active transportation needs of students
0 Points	The application <b>does not</b> address or mention the active transportation needs of students

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

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

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



**Scope and Plan Layout Consistency (5 Points)**

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

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

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





# Fresno Council of Governments

## ***Cycle 5***

**2021 REGIONAL COMPETITIVE  
ACTIVE TRANSPORTATION PROGRAM**

### **GUIDELINES**

***Adopted by Fresno COG Policy Board on  
4/30/2020***

***Amended by Fresno COG Policy Board on  
7/30/2020***

***To be approved by the  
California Transportation Commission  
~~05/13/2020~~08/12/2020***

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# INTRODUCTION

## BACKGROUND

The Active Transportation Program (ATP) 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. Senate Bill 1 (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

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

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

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

## PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity 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.

In addition to the goals listed in statute, the ATP will also consider state goals and provisions set forth in Executive Order N-19-19 including state housing goals.

## PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 5 Statewide guidelines for the 2021 four-year program of projects (covering state fiscal years 2021/22, 2022/23, 2023/24 and 2024/25) were adopted on March 25, 2020 by the CTC. Each program of projects must be adopted no later than the date designated in statute 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 2021 ATP:

Commission hearing and adoption of ATP Guidelines	March 25-26, 2020*
Commission adopts ATP Fund Estimate	March 25-26, 2020*
Call for projects	March 25-26, 2020*
FCOG ATP Regional Guidelines to TTC/PAC for approval	April 10, 2020
Large MPOs submit optional guidelines to Commission	April 17, 2020
FCOG ATP Regional Guidelines to Policy Board for adoption	April 30, 2020
Commission approves or rejects MPO guidelines	May 13-14, 2020*
<b>Project applications to Caltrans (postmark date)</b>	<b>June 15, 2020</b>
<b>Regional project application copies and resolutions due to FCOG</b>	<b>August 14, 2020</b>
Staff recommendation for statewide and small urban and rural portions of the program posted	November 16, 2020
Commission adopts statewide and small urban and rural portions of the program	December 2-3, 2020
Projects not programmed distributed to large MPOs based on location	December 2020
FCOG MAG Reviews and Scores regional projects	December 9, 2020**
FCOG project recommendations to TTC/PAC for approval	January 8, 2021
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	January 18, 2021
FCOG project recommendations to Policy Board for adoption	January 28, 2021
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	April 2, 2021
Commission adopts MPO selected projects	May 2021*

Project Milestones	Original Schedule	Revised Schedule
Commission approves or rejects MPO guidelines	May 13-14, 2020	<del>June 24-25, 2020</del> <u>August 12, 2020</u>
Statewide Project applications to Caltrans (postmark date)	June 15, 2020	September 15, 2020
Regional project application copies and resolutions due to FCOG	August 14, 2020	November 20, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	November 16, 2020	February 15, 2021
FCOG MAG Reviews and Scores regional projects	December 9, 2020**	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	December 2-3, 2020	March 2021*
Projects not programmed distributed to large MPOs based on location	December 2-3, 2020	March 2021*
FCOG project recommendations to TTC/PAC for approval	January 8, 2021	March 12, 2021
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	January 18, 2021	April 15, 2021
FCOG project recommendations to Policy Board for adoption	January 28, 2021	March 25, 2021
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	April 2, 2021	May 14, 2021



Commission adopts MPO selected projects	May 2021*	June 2021*
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\*Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

\*\*Date subject to change

## FUNDING

### SOURCE

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

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

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

### DISTRIBUTION

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

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

The 2021 ATP Fund Estimate was adopted at the March 25, 2020 CTC meeting. The regional shares available for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25) are \$4.8 million per the adopted 2021 ATP Fund Estimate (Appendix A).

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. Matching funds cannot be expended prior to the CTC allocation of ATP 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 ATP 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. Refer to the CTC guidelines; section 7 and 8, for specific requirements on matching and leveraging fund requirements.

## REIMBURSEMENT

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, Local Assistance Procedures Manual. Costs incurred prior to 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 \$2,000,000 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~~ All regional projects will compete within the same funding source and will be scored accordingly. Infrastructure projects will be scored based on the Small Infrastructure Criteria.

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/](http://www.fhwa.dot.gov/environment/recreational_trails/)). However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and need not meet the Recreational Trails Program requirements.

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-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).

*Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the CTC adopted ATP Guidelines Appendix A for more information regarding the funding of plans.*

# ELIGIBILITY

## ELIGIBLE APPLICANTS

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

- Local, Regional or State Agencies-Examples include city, county, MPO, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
  - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary.
  - A tribal government may also partner with another eligible entity to apply if desired.
- 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.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

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 procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

## PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement

the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

## ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the program goals. Because some of the funds in the ATP are federal funds, all 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 phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC's website: <https://catc.ca.gov/programs/state-transportation-improvement-program>

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

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. NI projects can be start-up programs or new and/or expanded components of existing programs. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. The ATP funds cannot fund ongoing program operations. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- Infrastructure projects with non-infrastructure components: This is a capital improvement project that includes an education, encouragement, or enforcement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.
- Quick-Build Project Pilot: The Commission will consider a small number of quick-build projects for the 2021 ATP as a pilot. Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects do require construction, but are built with durable, low to moderate cost materials and last from one year to five years. See Appendix D in the CTC adopted guidelines for additional

details. Quick-Build projects are not applicable to the region if they are not selected at the state.

## EXAMPLE PROJECTS

Below is a list of projects generally considered eligible for ATP 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 improving the active transportation operations/usability and 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. Components may include but are 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.
  - 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 or designed to promote walking and biking on a daily basis.
  - 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 ATP.

## PROJECT TYPE REQUIREMENTS

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

## DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (scores must be greater than or equal to 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>
- **National School Lunch Program:** At least 75% of public school students in the project area are eligible to receive free or reduced- price meals under the National School Lunch Program. Data is available at: <http://www.cde.ca.gov/ds/sd/sd/files.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within 2 miles of the school(s) represented by this criteria.
- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile

to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The [live map](#) and the direct data can both be found on the California Healthy Places Index website: <https://map.healthyplacesindex.org/>.

- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of that state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.

## PROJECT SELECTION PROCESS

### REGIONAL COMPETITIVE ATP PROJECT SELECTION

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

- 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, phases, state only funding requests, amount benefitting disadvantaged communities
  - Project type designations such as non-infrastructure, Safe Routes to School, etc.
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)
- Copies of all project applications

### PROJECT APPLICATION AND SUBMITTAL REQUIREMENTS

ATP project applications will be available at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

The FCOG Regional Competitive ATP information will be made available at: <https://www.fresnocog.org/project/active-transportation-program-atp/>.

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

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

**A. Large Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project's likelihood of funding.

**B. Medium Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of more than \$2 million and up to \$ 7 million will be considered a Medium Project and must use the Medium Project application.

**C. Small Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of \$2 million or less will be considered a Small Project and must use the Small Project application.

**D. Non-infrastructure Only**

**E. Plan:** Plans cannot be combined with any other type of project.

A project application must include a complete Caltrans cycle 5 ATP application, the FCOG Regional Supplemental Application (Appendix B), and formal council/board/district resolution of the ATP project. ~~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:  
Jennifer Soliz  
2035 Tulare Street Suite 201  
Fresno, CA 93721

Please submit eight hard copies and one electronic copy of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Jennifer Soliz at [jsoliz@fresnocog.org](mailto:jsoliz@fresnocog.org). You may also contact us by phone at 559-233-4148 ext. 223.

## SCREENING CRITERIA



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

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted CTC ATP Cycle 5 guidelines.

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

## 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 components of the ATP and requirements of the various fund sources.

See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring criteria is gray, it is not applicable to that application type.

	Scoring Topic	Plan Application	Non-Infrastructure Only Application	Infrastructure or Infrastructure/Non-Infrastructure Applications		
				Small	Medium	Large
A.	Benefit to Disadvantaged Communities (DAC)	30	10	<del>10</del> 6	10	10
B.	Need	20	40	<del>52</del> 50	40	38
C.	Safety		10	25	25	20
D.	Public Participation & Planning	25	15	10	10	10
E.	Scope and Plan Layout Consistency and Cost Effectiveness					7
F.	Scope and Plan Layout Consistency		10	<del>3</del> 5	5	
G.	Implementation & Plan Development	25				
H.	Context Sensitive & Innovation		5		5	5
I.	Transformative Projects					5
J.	Evaluation and Sustainability		10			
K.	Leveraging			<del>3</del>	5	5
L.	Corps (0 or -5)		0 or -5	0 or -5	0 or -5	0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
N.	<u>Consistency with FCOG adopted 2018 RTP or adopted ATP Plan</u>			<del>1</del>		
	<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

A. Benefit to Disadvantaged Communities. The benefit provided to the disadvantaged

community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants will also, if applicable, explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project.

- B. Need. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users.
- C. Safety. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.
- D. Public participation and Planning. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.
- E. Scope and Plan Layout Consistency and Cost Effectiveness. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. Scope and Plan Layout Consistency. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed.
- G. Implementation and Plan Development. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- H. Context sensitive bikeways/walkways and innovative project elements. The "recognized best" solutions appropriate for the local community context will be considered, and a description of the innovative features of the project. OR explain why the context of the project best lends itself to standard treatments/features.
- I. Transformative Projects. Evidence of the transformative nature of the project will help to inform the score. In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing.
- J. Evaluation and Sustainability. How will the effectiveness of the program be measured and sustained after completion.
- K. Leveraging. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.

- L. Corps. Use of the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
- a. General information and instructions for consulting with the Corps on ATP projects can be found at the [California Conservation Corps website](#) or at the [California Association of Local Conservation Corps website](#).
  - b. The California Corps can be contacted at [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov).
  - c. Qualified Community conservation corps can be contacted at [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org).
  - d. 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.
  - e. Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application

M. Past performance. Applicant's performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award or project failure on any past ATP project.

M-N. Consistency with FCOG adopted 2018 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

## PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

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

- Infrastructure projects
- Project readiness including, but not limited to, completed environmental documents
- Highest score on the highest point value question
- Highest score on the second highest point value question.

## PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations.

Priority for participation in the MAG was given to those who would not represent a project applicant, or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the 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 ATP 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. Requested programming years may vary based on programming capacity.

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

- Project approval and environmental document,
- Plans, specifications, and estimates,
- Right-of-way; and
- Construction.

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

When proposing to fund only preconstruction phases 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.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will 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.

Project applications found to not meet Project Study Report (PSR) equivalency will be required to take corrective action prior to allocation of funds. Refer to the CTC guidelines; section VI, for

specific requirements.

## PERFORMANCE METRICS

Successful projects must submit the required performance metric data within six months of programming. The Commission may delete a project for which no performance metric data is received. The Commission will not consider approval of a project allocation for projects that have not submitted the required performance metric data. Refer to the CTC guidelines; section 23 for required performance metric data.

## 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 any of the previous cycles of Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds. This contingency list will be in effect only until the adoption of the next programming cycle.

## BASELINE AGREEMENTS

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or a total programmed amount of \$10 million or greater in ATP funds.. Please reference section 27 of the adopted CTC ATP guidelines for requirements for baseline agreements.

## PROGRAM/PROJECT AMENDMENTS

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before submittal presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the Active Transportation Program as follows:

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

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

#### A. Scope Changes

- The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following: An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).
- An explanation of the methodology used to develop the aforementioned estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval

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

Commission staff accepts or denies minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff determines the minor scope change should be denied, Caltrans will resubmit the scope change request as a major scope change.

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

#### B. Funding Distribution Changes

Agencies may request to move amounts between programmed phases (Environmental Studies and Permits (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (ROW) and Construction).

Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval. When preparing a request for a funding distribution change, agencies should consider the following:

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

The notification to Caltrans must include:

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

## ALLOCATIONS

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding, and the consistency with the project's baseline agreement, if applicable. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. The Commission will only consider an allocation of construction funds to projects that are ready to advertise. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to FTA shall be consistent with FTA's definition of readiness for obligation.

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 (CEQA). 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 (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP. If there is a cost increase to the project, the implementing agency must submit an updated PPR form that identifies the cost increase and the fund source that will cover the cost increase.

The ATP does not fund cost increases except for Caltrans implemented projects. If the fund source(s) is (are) not identified to cover the cost increase, the project component will be lapsed.

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

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

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

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

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

## PROJECT DELIVERY

### LETTER OF NO PREJUDICE

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines are on the CTC website.

### TIMELY USE OF FUNDS

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

The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Extension requests for a project in the regional selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

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. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

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

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

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse.

Projects must commence the right-of-way phase or actual construction within 10 years of receiving pre-construction funding through the Active Transportation Program, or the implementing agency must repay the Active Transportation Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

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. **It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a phase is less than the amount allocated, the savings generated will not be available for future programming.**

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

## **DELIVERY DEADLINE EXTENSIONS**

The Commission may extend a delivery deadline, as described in the Timely Use of Funds Section, upon the request of the implementing agency. No deadline may be extended more than once.

However, there are separate deadlines for allocations, contract award, expenditures, and project completion. Each project phase has its own deadline. The Commission may consider the extension for each deadline separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific

circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

## FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 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 33, for examples of federal requirements that must be met when administering ATP projects.

## DESIGN STANDARDS

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

## PROJECT INACTIVITY

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

## PROJECT COST SAVINGS

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

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

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase. This means that the amount transferred by a local agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

If an implementing agency requests an allocation of funds in an amount that is less than the amount programmed, the balance of the programmed amount may be allocated to a programmed project advanced from a future fiscal year. Project savings, including savings from

projects programmed in the MPO component, will return to the overall ATP and be available to a programmed project advanced from a future fiscal year.

## PROJECT REPORTING

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

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the [Local Assistance website](#) for details.

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

## AUDITS

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

## ROLES AND RESPONSIBILITIES

### CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

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

- Review project amendment requests and recommend approval or denial to the commission
- Evaluate and report to the legislature.

## CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted ATP.

Responsibilities include:

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

## METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

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

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantaged communities.
- FCOG is using a different minimum project size for its regional competitive ATP selection process than the statewide guidelines.
- FCOG will notify the Commission of their intent to have a supplemental call no later than the application deadline and will consider the projects that were not selected through the statewide competition along with those received in the supplemental call for projects.
- FCOG will submit copies of all applications received by the MPO. Projects recommended for programming by an MPO will not be considered for funding unless the application is received by the designated deadline.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the projects recommended for programming include a broad spectrum of projects to

benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.

- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project fails to deliver. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
- Recommend allocation requests for a project in the FCOG regional competitive ATP.
- Determine which projects to advance and make that recommendation to the CTC in consultation with Commission staff and Caltrans.
- Submit an annual assessment of FCOG's regional competitive ATP in terms of its effectiveness in achieving the goals of the overall ATP.

## PROJECT APPLICANT

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

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

## PROJECT SIGNAGE

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

## ACTIVE TRANSPORTATION PLANS

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans within or, for area- wide plans, encompassing 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 Appendix A 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 2% 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 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Refer to section 9 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 ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

The 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 ATP including projects programmed, projects allocated, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities, and projects completed to date with the California Conservation Corps or qualified community conservation corps.

# APPENDIX A

## Fresno Council of Governments

2021 Active Transportation Program Cycle 5 Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

*ATP Regional Share (in thousands)*

<b>Fund Source</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>Total</b>
Federal STBG (TAP)			\$584	\$584	<b>\$1,168</b>
Federal Other			\$248	\$248	<b>\$496</b>
State	\$1,047	\$1,090	\$507	\$507	<b>\$1,014</b>
<b>Total ATP Regional Share</b>	<b>\$1,047</b>	<b>\$1,090</b>	<b>\$1,339</b>	<b>\$1,339</b>	<b>\$4,815</b>

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

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# **APPENDIX B**

Fresno Council of Governments Regional 2021 Active Transportation Program Cycle 5 Supplemental Application



## **Fresno Council of Governments**

### **Cycle 5**

**2021 REGIONAL COMPETITIVE  
ACTIVE TRANSPORTATION PROGRAM**

### **SUPPLEMENTAL APPLICATION**

Project Application No. (must match Caltrans ATP application):

Project name (must match Caltrans ATP application 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, all applicants are required to submit this short supplemental application.

a. This project was submitted to the statewide competition. Y / N  
If yes, please complete question 2.

b. Caltrans Cycle 5 project application is complete and included. Y / N

**2. Project Phasing and Segmentation (skip if you did not submit this project to the statewide competition)**

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 to meet our encouraged maximum funding award request. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must complete the small infrastructure Caltrans application that includes documentation to reflect the phase or segmented project.

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

**3. Leveraging (3 points)**

Points will be based on the amount of non-ATP funding pledged to the project as listed on your Caltrans application in the PPR. The Commission will only consider cash funds for leveraging. Pre-construction phases funded by the local agency will be considered for leveraging even if the funds were expended before the application deadline.

Project is requesting 100% ATP funds

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

Total Project Cost: \$ \_\_\_\_\_

Total ATP Funding Request: \$ \_\_\_\_\_

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

<b>Points</b>	<b>Amount Leveraged</b>
<u>1 Point</u>	<u>More than 10% to 15% of total project cost</u>
<u>2 Points</u>	<u>More than 15% to 20% of total project cost</u>
<u>3 Points</u>	<u>More than 20% of total project cost</u>

**4. Project is consistent with Fresno COG’s adopted 2018 RTP, Fresno COG’s Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. (1 point)**

Project is on the constrained project list in the adopted 2018 RTP, FCOG Regional Active Transportation Plan, or adopted local Active Transportation Plan **(1 Point)**  
 If checked, please attach documentation highlighting the project listing on the adopted plan.

Project is NOT on an adopted Plan **(0 points)**

RTP Constrained List Link: [https://www.fresnocog.org/wp-content/uploads/2017/02/2018-RTP\\_Appendix-C\\_FINAL.pdf](https://www.fresnocog.org/wp-content/uploads/2017/02/2018-RTP_Appendix-C_FINAL.pdf)

Regional ATP Link (Appendix D): [https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev\\_Jun18.pdf](https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev_Jun18.pdf)

**5. Board Resolution Attached**

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

**Benefit to Disadvantaged Communities (6 Points)**

**Severity (0-4 Points)**

<b>Points</b>	<b>Median Household Income (MHI) Criteria – MHI = \$56,982</b>	
<u>0 Points</u>	Greater than 80% of the MHI	greater than \$56,982.40
<u>1 Point</u>	75% through <80% of MHI	\$53,421 through \$56,982.40
<u>2 Points</u>	70% through <75% of MHI	\$49,859.60 through \$53,421
<u>3 Points</u>	65% through <70% of MHI	\$46,298.20 through \$49,859.60
<u>4 Points</u>	< 65% of MHI	less than \$46,298.20
<b>Points</b>	<b>CalEnviroScreen Criteria</b>	
<u>0 Points</u>	Above 25% most disadvantaged	less than 39.34
<u>1 Point</u>	20% through 25% most disadvantaged	39.34 through 42.86
<u>2 Points</u>	15% through < 20% most disadvantaged	42.87 through 46.63
<u>3 Points</u>	10% through < 15% most disadvantaged	46.64 through 51.18
<u>4 Points</u>	< 10% most disadvantaged	51.19 through 94.09
<b>Points</b>	<b>Free or Reduced Lunches</b>	
<u>0 Points</u>	Less than 75% of students receive free or reduced lunches	
<u>1 Point</u>	≥ 75% through 80% of students receive free or reduced lunches	
<u>2 Points</u>	> 80% through 85% of students receive free or reduced lunches	
<u>3 Points</u>	> 85% through 90% of students receive free or reduced lunches	
<u>4 Points</u>	> 90% of students receive free or reduced lunches	
<b>Points</b>	<b>Healthy Places Index Percentile</b>	
<u>0 Points</u>	Healthy Places Index Score above 25 Percentile	
<u>1 Point</u>	Healthy Places Index Score 20 through 25 Percentile	
<u>2 Points</u>	Healthy Places Index Score 15 through <20 Percentile	
<u>3 Points</u>	Healthy Places Index Score 10 through <15 Percentile	
<u>4 Points</u>	Healthy Places Index Score <10 Percentile	

**Project Location (0-2 Points)**

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

**Need (50 Points)**

Statement of Project need (0-26 Points)

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

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

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

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

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

**Scope and Plan Layout Consistency (5 Points)**

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

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

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





# Fresno Council of Governments

## ***Cycle 5***

***2021 REGIONAL COMPETITIVE  
ACTIVE TRANSPORTATION PROGRAM***

### ***GUIDELINES***

***Adopted by Fresno COG Policy Board on  
4/30/2020***

***Amended by Fresno COG Policy Board on  
7/30/2020***

***To be approved by the  
California Transportation Commission  
08/12/2020***

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# INTRODUCTION

## BACKGROUND

The Active Transportation Program (ATP) 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. Senate Bill 1 (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

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

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

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

## PROGRAM PURPOSE AND GOALS

Pursuant to statute, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity 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.

In addition to the goals listed in statute, the ATP will also consider state goals and provisions set forth in Executive Order N-19-19 including state housing goals.

## PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 5 Statewide guidelines for the 2021 four-year program of projects (covering state fiscal years 2021/22, 2022/23, 2023/24 and 2024/25) were adopted on March 25, 2020 by the CTC. Each program of projects must be adopted no later than the date designated in statute 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 2021 ATP:

<b>Project Milestones</b>	<b>Revised Schedule</b>
Commission approves or rejects MPO guidelines	August 12, 2020
Statewide Project applications to Caltrans (postmark date)	September 15, 2020
Regional project application copies and resolutions due to FCOG	November 20, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	February 15, 2021
FCOG MAG Reviews and Scores regional projects	February 24, 2021**
Commission adopts statewide and small urban and rural portions of the program	March 2021*
Projects not programmed distributed to large MPOs based on location	March 2021*
FCOG project recommendations to TTC/PAC for approval	March 12, 2021
FCOG project recommendations to Policy Board for adoption	March 25, 2021
Deadline for MPO <b>Draft</b> project programming recommendations to the Commission	April 15, 2021
Deadline for MPO <b>Final</b> project programming recommendations to the Commission	May 14, 2021
Commission adopts MPO selected projects	June 2021*

\*Exact dates will coincide with the CTC's adopted 2020/2021 calendars.

\*\*Date subject to change

## **FUNDING**

### **SOURCE**

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

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

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

### **DISTRIBUTION**

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

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

The 2021 ATP Fund Estimate was adopted at the March 25, 2020 CTC meeting. The regional shares available for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25) are \$4.8 million per the adopted 2021 ATP Fund Estimate (Appendix A).

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. Matching funds cannot be expended prior to the CTC allocation of ATP 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 ATP 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. Refer to the CTC guidelines; section 7 and 8, for specific requirements on matching and leveraging fund requirements.

## **REIMBURSEMENT**

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, Local Assistance Procedures Manual. Costs incurred prior to 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 \$2,000,000 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. All regional projects will compete within the same funding source and will be scored accordingly. Infrastructure projects will be scored based on the Small Infrastructure Criteria.

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/](http://www.fhwa.dot.gov/environment/recreational_trails/)). However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and need not meet the Recreational Trails Program requirements.

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-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).

*Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the CTC adopted ATP Guidelines Appendix A for more information regarding the funding of plans.*

## **ELIGIBILITY**

### **ELIGIBLE APPLICANTS**

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

- Local, Regional or State Agencies-Examples include city, county, MPO, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
  - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary.
  - A tribal government may also partner with another eligible entity to apply if desired.

- 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.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

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 procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

## PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

## ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the program goals. Because some of the funds in the ATP are federal funds, all 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 phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC's website: <https://catc.ca.gov/programs/state-transportation-improvement-program>

A capital improvement that is required as a condition for private development approval or

permits is not eligible for funding from the ATP.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. NI projects can be start-up programs or new and/or expanded components of existing programs. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. The ATP funds cannot fund ongoing program operations. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- Infrastructure projects with non-infrastructure components: This is a capital improvement project that includes an education, encouragement, or enforcement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.
- Quick-Build Project Pilot: The Commission will consider a small number of quick-build projects for the 2021 ATP as a pilot. Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects do require construction, but are built with durable, low to moderate cost materials and last from one year to five years. See Appendix D in the CTC adopted guidelines for additional details. Quick-Build projects are not applicable to the region if they are not selected at the state.

## EXAMPLE PROJECTS

Below is a list of projects generally considered eligible for ATP 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 improving the active transportation operations/usability and 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. Components may include but are 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.
  - 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 or designed to promote walking and biking on a daily basis.
  - 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 ATP.

## PROJECT TYPE REQUIREMENTS

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

## DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the



2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

- **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (scores must be greater than or equal to 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>
- **National School Lunch Program:** At least 75% of public school students in the project area are eligible to receive free or reduced- price meals under the National School Lunch Program. 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. Project must be located within 2 miles of the school(s) represented by this criteria.
- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The [live map](#) and the direct data can both be found on the California Healthy Places Index website: <https://map.healthyplacesindex.org/>.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- **Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of that state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.

## PROJECT SELECTION PROCESS

### REGIONAL COMPETITIVE ATP PROJECT SELECTION

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

- 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, phases, state only funding requests, amount benefitting disadvantaged communities
  - Project type designations such as non-infrastructure, Safe Routes to School, etc.
- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)
- Copies of all project applications

## PROJECT APPLICATION AND SUBMITTAL REQUIREMENTS

ATP project applications will be available at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

The FCOG Regional Competitive ATP information will be made available at: <https://www.fresnocog.org/project/active-transportation-program-atp/>.

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

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

- A. **Large Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project’s likelihood of funding.
- B. **Medium Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of more than \$2 million and up to \$ 7 million will be considered a Medium Project and must use the Medium Project application.
- C. **Small Project:** Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of \$2 million or less will be considered a Small Project and must use the Small Project application.
- D. **Non-infrastructure Only**
- E. **Plan:** Plans cannot be combined with any other type of project.

A project application must include a complete Caltrans cycle 5 ATP application, the FCOG Regional Supplemental Application (Appendix B), and formal council/board/district resolution of the ATP project. 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: Jennifer Soliz  
2035 Tulare Street Suite 201  
Fresno, CA 93721

Please submit eight hard copies and one electronic copy of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Jennifer Soliz at [jsoliz@fresnocog.org](mailto:jsoliz@fresnocog.org). You may also contact us by phone at 559-233-4148 ext. 223.

## SCREENING CRITERIA

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

- Consistency with an adopted regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted CTC ATP Cycle 5 guidelines.

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

## 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 components of the ATP and requirements of the various fund sources.

See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart shows the maximum number of points allowed for each scoring criteria and type of application. If a scoring criteria is gray, it is not applicable to that application type.

	Scoring Topic	Plan Application	Non-Infrastructure Only Application	Infrastructure or Infrastructure/Non-Infrastructure Applications		
				Small	Medium	Large
A.	Benefit to Disadvantaged Communities (DAC)	30	10	6	10	10
B.	Need	20	40	50	40	38
C.	Safety		10	25	25	20
D.	Public Participation & Planning	25	15	10	10	10
E.	Scope and Plan Layout Consistency and Cost Effectiveness					7
F.	Scope and Plan Layout Consistency		10	5	5	
G.	Implementation & Plan Development	25				
H.	Context Sensitive & Innovation		5		5	5
I.	Transformative Projects					5
J.	Evaluation and Sustainability		10			
K.	Leveraging			3	5	5
L.	Corps (0 or -5)		0 or -5	0 or -5	0 or -5	0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
N.	Consistency with FCOG adopted 2018 RTP or adopted ATP Plan			1		
	<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

- A. Benefit to Disadvantaged Communities. The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants will also, if applicable, explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project.
- B. Need. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users.
- C. Safety. Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.
- D. Public participation and Planning. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must

clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.

- E. Scope and Plan Layout Consistency and Cost Effectiveness. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed. A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.
- F. Scope and Plan Layout Consistency. Evidence that the application, scope and plan layout are consistent with one another and depict what is being proposed.
- G. Implementation and Plan Development. Specific to applicants using the "plan" application form. Applicant should show evidence that the plan will lead to implementation of the identified projects.
- H. Context sensitive bikeways/walkways and innovative project elements. The "recognized best" solutions appropriate for the local community context will be considered, and a description of the innovative features of the project. OR explain why the context of the project best lends itself to standard treatments/features.
- I. Transformative Projects. Evidence of the transformative nature of the project will help to inform the score. In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing.
- J. Evaluation and Sustainability. How will the effectiveness of the program be measured and sustained after completion.
- K. Leveraging. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed.
- L. Corps. Use of the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
  - a. General information and instructions for consulting with the Corps on ATP projects can be found at the [California Conservation Corps website](#) or at the [California Association of Local Conservation Corps website](#).
  - b. The California Corps can be contacted at [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov).
  - c. Qualified Community conservation corps can be contacted at [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org).
  - d. 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.

- e. Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application
  
- M. Past performance. Applicant's performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award or project failure on any past ATP project.
  
- N. Consistency with FCOG adopted 2018 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

## PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

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

- Infrastructure projects
- Project readiness including, but not limited to, completed environmental documents
- Highest score on the highest point value question
- Highest score on the second highest point value question.

## PROJECT EVALUATION COMMITTEE

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

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the 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 ATP 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. Requested programming years

may vary based on programming capacity.

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

- Project approval and environmental document,
- Plans, specifications, and estimates,
- Right-of-way; and
- Construction.

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

When proposing to fund only preconstruction phases 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.

FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will 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.

Project applications found to not meet Project Study Report (PSR) equivalency will be required to take corrective action prior to allocation of funds. Refer to the CTC guidelines; section VI, for specific requirements.

## **PERFORMANCE METRICS**

Successful projects must submit the required performance metric data within six months of programming. The Commission may delete a project for which no performance metric data is received. The Commission will not consider approval of a project allocation for projects that have not submitted the required performance metric data. Refer to the CTC guidelines; section 23 for required performance metric data.

## **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 any of the previous cycles of Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds. This contingency list will be in effect only until the adoption of the next programming cycle.

## **BASELINE AGREEMENTS**

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or a total programmed amount of \$10 million or greater in ATP funds. Please reference section 27 of the adopted CTC ATP guidelines for requirements for baseline agreements.

## **PROGRAM/PROJECT AMENDMENTS**

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before submittal presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the Active Transportation Program as follows:

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

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

### **A. Scope Changes**

- The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following: An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
- An estimate of the impact the proposed scope change would have on the potential of the



project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).

- An explanation of the methodology used to develop the aforementioned estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval

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

Commission staff accepts or denies minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff determines the minor scope change should be denied, Caltrans will resubmit the scope change request as a major scope change.

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

#### B. Funding Distribution Changes

Agencies may request to move amounts between programmed phases (Environmental Studies and Permits (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (ROW) and Construction). Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval. When preparing a request for a funding distribution change, agencies should consider the following:

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

The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.

- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

## **ALLOCATIONS**

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding, and the consistency with the project's baseline agreement, if applicable. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, and match the application scope or approved scope amendment, environmental and right-of-way clearances are secured, and all necessary permits and agreements are executed. The Commission will only consider an allocation of construction funds to projects that are ready to advertise. Projects using the design-build or design-sequencing contracting methods shall be considered ready for allocation upon completion of environmental clearance. Readiness for projects to be transferred to FTA shall be consistent with FTA's definition of readiness for obligation.

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 (CEQA). 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 (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

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

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

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

In order to ensure the timely use of all program funds, the CTC will, contingent upon availability, advance

allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. Should requests for advance allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

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

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

## **PROJECT DELIVERY**

### **LETTER OF NO PREJUDICE**

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines are on the CTC website.

### **TIMELY USE OF FUNDS**

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

The CTC may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Extension requests for a project in the regional selected portion of the program must include a recommendation by FCOG, consistent with the preceding requirements.

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. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

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

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

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse.

Projects must commence the right-of-way phase or actual construction within 10 years of receiving pre-construction funding through the Active Transportation Program, or the implementing agency must repay the Active Transportation Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

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. **It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a phase is less than the amount allocated, the savings generated will not be available for future programming.**

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

## DELIVERY DEADLINE EXTENSIONS

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

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

## FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 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 33, for examples of federal requirements that must be met when administering ATP projects.

## DESIGN STANDARDS

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

## PROJECT INACTIVITY

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

## PROJECT COST SAVINGS

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

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

Any amount allocated for environmental may also be expended for design. In addition, a local agency may expend an amount allocated for environmental, design, right of way, construction (infrastructure) or construction (non-infrastructure) for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase. This means that the amount transferred by a local agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

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

## PROJECT REPORTING

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

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the [Local Assistance website](#) for details.

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

## AUDITS

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

## ROLES AND RESPONSIBILITIES

### CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

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

### CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

- Prepare and provide statewide program and procedural guidance. Conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups
- Develop and provide program training.

- Solicit project applications for the program.
- Perform eligibility and deliverability reviews of ATP projects at the Commission's request and inform the Commission of any identified issues in writing and before consensus scores are submitted by the evaluators.
- Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Make Project Amendment recommendations to the Commission.
- Track and report on project implementation, including project completion.
- Create reports required by the Commission and solicit implementing agencies to submit required reports in a timely manner.
- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation, including administering the contract(s) for the ATP Resource Center.

## METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

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

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

## PROJECT APPLICANT

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

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

## PROJECT SIGNAGE

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

## ACTIVE TRANSPORTATION PLANS

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans within or, for area- wide plans, encompassing 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 Appendix A 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 2% 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 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Refer to section 9 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 ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section.

The 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 ATP including projects programmed, projects allocated, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities, and projects completed to date with the California Conservation Corps or qualified community conservation corps.



# APPENDIX A

## Fresno Council of Governments

2021 Active Transportation Program Cycle 5 Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

*ATP Regional Share (in thousands)*

<b>Fund Source</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>Total</b>
Federal STBG (TAP)			\$584	\$584	<b>\$1,168</b>
Federal Other			\$248	\$248	<b>\$496</b>
State	\$1,047	\$1,090	\$507	\$507	<b>\$1,014</b>
<b>Total ATP Regional Share</b>	<b>\$1,047</b>	<b>\$1,090</b>	<b>\$1,339</b>	<b>\$1,339</b>	<b>\$4,815</b>

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

## **APPENDIX B**

Fresno Council of Governments Regional 2021 Active Transportation Program Cycle 5 Supplemental Application



# Fresno Council of Governments

## ***Cycle 5***

***2021 REGIONAL COMPETITIVE  
ACTIVE TRANSPORTATION PROGRAM***

### **SUPPLEMENTAL APPLICATION**

Project Application No. (must match Caltrans ATP application):

Project name (must match Caltrans ATP application 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, all applicants are required to submit this short supplemental application.

a. This project was submitted to the statewide competition. Y / N \_\_\_\_\_

*If yes, please complete question 2.*

b. Caltrans Cycle 5 project application is complete and included. Y / N \_\_\_\_\_

**2. Project Phasing and Segmentation (skip if you did not submit this project to the statewide competition)**

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 to meet our encouraged maximum funding award request. The agency must show that the project phase or segment submitted for consideration in the Regional ATP is a functional segment and meets all eligibility requirements for ATP funding. In addition, the agency must complete the small infrastructure Caltrans application that includes documentation to reflect the phase or segmented project.

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

**3. Leveraging (3 points)**

Points will be based on the amount of non-ATP funding pledged to the project as listed on your Caltrans application in the PPR. The Commission will only consider cash funds for leveraging. Pre-construction phases funded by the local agency will be considered for leveraging even if the funds were expended before the application deadline.

Project is requesting 100% ATP funds

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

Total Project Cost: \$ \_\_\_\_\_

Total ATP Funding Request: \$ \_\_\_\_\_

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

Points	Amount Leveraged
1 Point	More than 10% to 15% of total project cost
2 Points	More than 15% to 20% of total project cost
3 Points	More than 20% of total project cost

**4. Project is consistent with Fresno COG’s adopted 2018 RTP, Fresno COG’s Regional Active Transportation Plan or an adopted local Active Transportation Plan including Bicycle/Pedestrian, Master Trails or Safe Routes to School Plans. (1 point)**

Project is on the constrained project list in the adopted 2018 RTP, FCOG Regional Active Transportation Plan, or adopted local Active Transportation Plan **(1 Point)**

If checked, please attach documentation highlighting the project listing on the adopted plan.

Project is NOT on an adopted Plan **(0 points)**

RTP Constrained List Link: [https://www.fresnocog.org/wp-content/uploads/2017/02/2018-RTP\\_Appendix-C\\_FINAL.pdf](https://www.fresnocog.org/wp-content/uploads/2017/02/2018-RTP_Appendix-C_FINAL.pdf)

Regional ATP Link (Appendix D): [https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev\\_Jun18.pdf](https://www.fresnocog.org/wp-content/uploads/2016/01/Appendices-C-F.rev_Jun18.pdf)

**5. Board Resolution Attached**

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

**Benefit to Disadvantaged Communities (6 Points)**

Severity (0-4 Points)

Points	Median Household Income (MHI) Criteria – MHI = \$56,982	
0 Points	Greater than 80% of the MHI	greater than \$56,982.40
1 Point	75% through <80% of MHI	\$53,421 through \$56,982.40
2 Points	70% through <75% of MHI	\$49,859.60 through \$53,421
3 Points	65% through <70% of MHI	\$46,298.20 through \$49,859.60
4 Points	< 65% of MHI	less than \$46,298.20
Points	CalEnviroScreen Criteria	
0 Points	Above 25% most disadvantaged	less than 39.34
1 Point	20% through 25% most disadvantaged	39.34 through 42.86
2 Points	15% through < 20% most disadvantaged	42.87 through 46.63
3 Points	10% through < 15% most disadvantaged	46.64 through 51.18
4 Points	< 10% most disadvantaged	51.19 through 94.09
Points	Free or Reduced Lunches	
0 Points	Less than 75% of students receive free or reduced lunches	
1 Point	≥ 75% through 80% of students receive free or reduced lunches	
2 Points	> 80% through 85% of students receive free or reduced lunches	
3 Points	> 85% through 90% of students receive free or reduced lunches	
4 Points	> 90% of students receive free or reduced lunches	
Points	Healthy Places Index Percentile	
0 Points	Healthy Places Index Score above 25 Percentile	
1 Point	Healthy Places Index Score 20 through 25 Percentile	
2 Points	Healthy Places Index Score 15 through <20 Percentile	

3 Points	Healthy Places Index Score 10 through <15 Percentile
4 Points	Healthy Places Index Score <10 Percentile

**Project Location (0-2 Points)**

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

**Need (50 Points)**

Statement of Project need (0-26 Points)

Points	Applicant’s ability to demonstrate a specific active transportation need.
19-24 Points	<p>The application <b>compellingly demonstrates “need” in the project area</b>, and documents all of the following in a <b>clear</b> narrative:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• data showing the local health concerns, including a comparison to statewide health data</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For projects benefiting a disadvantaged community – the need for the project in that community,</li> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>
13-18 Points	<p>The application duly demonstrates “need” in the project area, and documents: only 2 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• data showing the local health concerns, including a comparison to statewide health data</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For projects benefiting a disadvantaged community – the need for the project in that community,</li> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>
7-12 Points	<p>The application <b>demonstrates “need” in the project area</b>, and documents: <b>only 1</b> of the following clearly, and at least <b>one other partially</b>:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• data showing the local health concerns, including a comparison to statewide health data</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>
1-6 Points	<p>The application minimally <b>demonstrates “need” in the project area</b>, and <b>partially</b> documents 1 of the following:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• local health concerns</li> </ul> <p><b>AND if applicable</b></p> <ul style="list-style-type: none"> <li>• For NI components – the need for the education, encouragement and/or enforcement program</li> </ul>

0 Points	The application <b>does not demonstrate “need” in any way in the project area in any of the three areas of need</b> , and there is no mention of the need of the disadvantaged community and there is <b>no mention</b> of the NI program (if applicable).
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<b>Points</b>	<b>Applicant’s ability to demonstrate the active transportation needs of STUDENTS.</b>
2 Points	The application addresses the active transportation needs of students
0 Points	The application <b>does not</b> address or mention the active transportation needs of students

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

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

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

**Scope and Plan Layout Consistency (5 Points)**

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

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

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





**BEFORE THE FRESNO  
COUNCIL OF  
GOVERNMENTS AMENDING  
RESOLUTION NO.  
2020-28**

In the Matter of: )  
 )  
FRESNO COG REGIONAL )  
COMPETITIVE ACTIVE )  
TRANSPORTATION )  
PROGRAM CYCLE 5 )  
GUIDELINES )

AMENDING RESOLUTION  
ESTABLISHING ADOPTION OF  
THE FRESNO COG REGIONAL  
COMPETITIVE ACTIVE  
TRANSPORTATION  
PROGRAM (ATP) CYCLE 5  
GUIDELINES

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that:

1. FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive ATP as set forth in the 2021 Regional Competitive ATP Cycle 5 Guidelines attachment; and
2. The FCOG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the CTC after the FCOG Executive Director has consulted with the Chairs and Vice Chairs of the Transportation Technical Committee, Policy Advisory Committee, and Policy Board; and
3. The FCOG Executive Director or designee is authorized to revise the program of projects as necessary in accordance with the guidelines to reflect the programming of projects after the projects are selected; and
4. FCOG will establish a list of contingency projects, ranked in priority order based on the project's

evaluation score to be used should there be any project failures or major delays in the ATP. The contingency list is valid until the adoption of the next ATP Cycle; and

5. The FCOG Executive Director shall forward a copy of this resolution and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.
6. Amending resolution 2020-28 shall supersede resolution number 2020-11 Resolution Establishing Adoption of The Fresno COG Regional Competitive Active Transportation Program (ATP) Cycle 5 Guidelines approved by FCOG Policy Board on April 30, 2020

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30th day of July, 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: \_\_\_\_\_  
David Cardenas, 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 30th day of July 2020.

Signed: \_\_\_\_\_  
Tony Boren, Executive Director

Measure C Regional Transportation Program Update  
Fiscal Year 2020-21

**Summary:** The Measure C Regional Transportation Program (Program) includes major highway infrastructure projects approved by the voters when Measure C was extended in 2007. Biannual updates of this Program consider fund balances and encumbrances authorized by the Fresno County Transportation Authority (FCTA or Authority) Board and estimates of all available future revenues and expenditures over the life of the Measure. The Urban and Rural Subprograms are accounted for separately consistent with provisions in the original ballot and Expenditure Plan.

The prioritization of Tier 1 projects was conducted early in the process and projects are funded in accordance with that priority considering logical implementation requirements. Presently there are not enough resources to fully fund the entire Tier I list; however, the Program considers the entire list showing a projected deficit at the end of Measure. There is also an un-prioritized Tier 2 list that was approved in the ballot and the Expenditure Plan that would receive consideration if funding becomes available. Uncompleted projects remaining on the Tier 1 list are allocated resources, in priority order, to obtain environmentally clearance, develop design plans, acquire right-of-way, and proceed to construction. Consistent with the intent stated in the Expenditure Plan, the Program leverages local, state and federal funding sources to maximize project funding for Fresno County taxpayers.

Total anticipated revenues increased \$12,564,000 from the 2017 update of the Program. During this same period, actual project costs declined \$1,271,000 however; total project outlays increased \$36,036,000 due to increased internal borrowing for Regional Transportation Mitigation Fund eligible projects.

### **Revenues**

Sales Taxes are collected and forwarded to the Authority by the State Board of Equalization (BOE). Based on the advice of Authority's Financial Advisor, Montague DeRose, sales tax expectations for 2020-21 were adjusted downward 8.6% to reflect the effects of the current recession. This adjustment lowered sales tax projections for the remaining life of the Program by \$22,246,000. The State Department of Finance (DOF) projects a significantly larger downturn in statewide sales tax, however; the economy is displaying mixed signs regarding the depth and duration of the current recession. Further, DOF projections appear to be on the high side in order to take full advantage of any potential Federal bailout. If a larger adjustment does become required, it could have a significant effect on the ability to deliver the Program on the current schedule.

The California Transportation Commission (CTC) prepares a 4-year State Transportation Improvement Program (STIP) consisting of Regional Transportation Improvement Program (RTIP) that is available to the Fresno Council of Governments (FCOG) for the programming of projects, as well as the Interregional Transportation Improvement Program (ITIP) available to Caltrans District 6 for programming. The CTC is a major funding partner in the planning process and the Fresno COG board has a long-standing policy of dedicating a minimum of 75 percent of STIP revenues to the Measure C Regional Transportation Program. Exemplifying the success of having local funds to leverage state and federal resources, the buildout of State Route (SR) 168 and SR 180 would not have been possible without this partnership. Recent projects jointly funded with Measure C and STIP include SR 180 East, which is nearing completion, and Veterans Blvd, which is currently in various phases of construction. The STIP is updated on a two-year cycle with the current 2020 STIP showing adjusted revenues down by \$4,680,000.

Currently, \$45,346,000 in future STIP funds are dedicated to the North\Cedar phase of the SR99 South Fresno Corridor Project. Future STIP revenues could be affected by the current recession.

The CTC also administrates a Local Partnership Program (LPP) to Self Help Counties that have a local transportation sales tax measure. The LPP provides up to a 50 percent funding match which includes a formula component and a competitive component. The current 3-year formula cycle (2020-21-2022-23) includes \$1,904,000 in additional funding for the final phase of Veterans Blvd. Fresno COG and FCTA staff have submitted an application for competitive LPP funding of \$7,000,000 for the Golden State Corridor Project, and will be holding \$3,808,000 formula funding in reserve for a yet to be determined project(s).

In association with building the High Speed Rail (HSR) track through Fresno, the California High Speed Rail Authority (CHSRA) initially awarded \$28,000,000 to the City of Fresno to build structures spanning the Union Pacific Railroad (UPRR) right-of-way and the HSR right of way at Veterans Blvd. The City of Fresno recently secured an additional \$5,848,000 from the CHSRA for this overcrossing project. In addition, the City was awarded a \$10,541,000 federal BUILD grant for Veterans Blvd. This additional funding along with the previously mentioned LPP allocation fully funds this project

The 2006 ballot and the Expenditure Plan included a provision mandating that the cities and the County implement a Regional Transportation Mitigation Fee (RTMF) Program. The intent of the RTMF is to help fund the Regional Transportation Program Tier 1 Urban and Rural project lists. In 2010, FCOG hired a consultant and convened a committee consisting of member agency representatives to prepare the RTMF Program. The Committee formed the Fresno County Regional Transportation Mitigation Fee Agency to implement one region-wide fee as opposed to sixteen separate local agency fee programs. The committee also restricted RTMF eligibility to State Highway projects on the Tier 1 list. In order to implement the projects funded by the RTMF Program on a timely basis, Fresno COG and the Authority adopted Measure C polices that allow internal loans that will be repaid as RTMF revenues are collected. The RTMF Program must be updated every 5-years. During the 2020 update, the RTMF Program was expanded and the fee was increased to provide funding for the North\Cedar portion of the SR 99 South Fresno Corridor project. The total RTMF revenue increase resulting from the update is projected to be \$32,075,000.

Other non-RTMF Local Development fees that had been identified for Tier 1 projects decreased by \$16,186,000 as the City of Fresno secured additional grant funding as described above to complete the funding for Veterans Blvd.

Finally, interest earnings from Measure C Regional funds collected but not yet expended increased \$2,164,000.

### **The Urban Subprogram**

The Urban Subprogram has an estimated \$752,878,000 in available revenues, \$797,928,000 in expenses, and a net deficit of \$45,050,000. Net project costs increased by \$1,757,000.

As indicated, the funding for Veterans Blvd. is now complete. Project costs are anticipated to be \$5,873,000 less than in the previous 2017 Regional Transportation Program. The project is being built in five phases, with the Bullard Extension complete and the UPRR Grade Separation under construction. The Shaw to Barstow connection will be built in 2020 and the Interchange and Herndon connection will be built in 2021.

The major focus of the Urban Subprogram now shifts to interchanges along SR 99 south of Fresno. There are five obsolete "Half Interchanges" along SR 99 at North, Cedar, Central, Chestnut, and American Avenues. Caltrans, the Authority, and FCOG jointly developed an aggressive strategy to environmentally clear and combine all five interchanges into three functional interchanges to be delivered in one project referred to as the "SR 99 South Fresno Corridor Project." Due to right-of-way issues, and the fact Central/Chestnut is a Tier 2 (unfunded) project, the Central/Chestnut interchange has been removed from the project. The planning, acquisition and design of the North/Cedar and American Avenue interchanges will proceed concurrently as a single project, with construction anticipated in Fiscal Year (FY) 2023-24. The North/Cedar interchange is on the Urban Tier 1 list. American Avenue is on the Rural Tier I list. Current cost estimates for the North/Cedar Interchange are \$9,148,000 less than in the 2017 Regional Transportation Program.

The landscaping project along SR 180 between Brawley and Hughes/West is programmed in the 2020 STIP in FY 2020-21. This long delayed \$5,650,000 project is required mitigation from when this segment of the 180 freeway was built by the original Measure C.

Shaw Avenue between Dewolf and McCall Avenues increased in cost from \$5,379,000 to \$24,519,000. Measure C will fund 80% of the construction cost, with Clovis development fees providing the 20 percent match.

Herndon Avenue between Polk and Milburn increased in cost \$9,689,000 to \$24,072,000. Measure C will fund 80 percent of the construction cost, with City of Fresno development fees providing the 20 percent match. Due to a reduction in Measure C sales tax estimates related to the recession, construction of the project must be delayed one-year to FY 2022/23.

### **The Rural Subprogram**

The Rural Subprogram has an estimated \$481,417,000 in available revenues, \$727,528,000 in expenses and a net deficit of \$245,111,000. Net project costs decreased by \$2,414,000, largely from a \$5 million savings when the Mountain View Avenue between Bethel Avenue and the Tulare County Line project was completed and closed out.

Design activities continue on the Golden State Blvd project, with construction anticipated in FY 2020-21. The project parallels the UPRR requiring various approvals from UPRR and the Public Utilities Commission (PUC). After performing preliminary engineering studies, the UPRR determined that the Class 1 trail, which is planned along Golden State Blvd., would require significant enhancements to various crossings resulting in a prohibitive cost increase. After conferring with participating member agencies (Fowler, Selma and Kingsburg), FCOG decided to remove the trail from the project scope and work with the agencies to develop an equivalent project improvement in each jurisdiction.

The Rural Subprogram includes \$61,950,000 to environmentally clear, design, acquire right-of-way, and construct the American Avenue phase of the South Fresno Corridor project concurrent with the North/Cedar Interchange project discussed above in the Urban Subprogram.

The Authority has authorized Caltrans to do preliminary studies to explore improvements along the SR 180 West connection to I-5 with the intent of developing a fundable improvement project during the life of the current Measure, which could extend into the proposed Measure C Extension.



## Measure "C" Regional Transportation Program Total Projected Revenues

2020

2017 Plan **\$1,000**      2020 Plan

	2017 Plan			2020 Plan		
	Urban	Rural	Total	Urban	Rural	Total
Measure "C"	313,971	266,073	580,044	303,629	254,167	557,796
STIP	130,514	81,998	0	125,834	81,998	207,832
State & Local Partnership	14,744	10,400	25,144	18,002	10,400	28,402
Total Other State	105,562	29,100	134,662	111,409	29,100	140,509
Total Fed	27,798	21,503	49,301	38,339	21,503	59,842
RTMF	71,763	68,581	140,344	103,838	68,581	172,419
Local Funds/Developer fees	56,922	0	56,922	40,736	40,736	40,736
Interest	8,927	13,875	22,802	11,091	15,668	26,759
<b>Total Revenues</b>	<b>730,201</b>	<b>491,530</b>	<b>1,221,731</b>	<b>752,878</b>	<b>481,417</b>	<b>1,234,295</b>
<b>Total Projects</b>	<b>763,729</b>	<b>725,691</b>	<b>1,489,420</b>	<b>797,928</b>	<b>727,528</b>	<b>1,525,456</b>
<b>Net Deficit</b>	<b>(33,528)</b>	<b>(234,161)</b>	<b>(267,689)</b>	<b>(45,050)</b>	<b>(246,111)</b>	<b>(291,161)</b>
Projects Not Delivered Herrdon RR Crossing SR180 I5 Connection	61,373	305,110		61,373	305,110	
						(11,522)
						(11,950)
						(23,472)

**Measure "C" Urban Tier I List  
By Segment  
\$ in 1,000  
2020**

Proj. ID	Agency	Location	Limits	2017 Estimate	2019 Estimate	Change
A	Caltrans	SR 180 E	Clovis to Temperance	107,710	107,710	0
B1	Caltrans	SR 180	Brawley/Hughes West	70,160	70,160	0
B2	Fresno	SR 180	Access RD	6,397	6,397	0
B3	Caltrans	SR 180	Brawley/Hughes Land Scape	6,045	6,294	249
C1	Caltrans	SR180/41/168	Braided Ramps	60,163	60,163	0
C2	Caltrans	SR180/41/168	Braided Ramps Landscape	6,775	6,775	0
D1	Clovis	Willow	Shepherd to Copper	10,263	10,263	0
D2	Clovis	Willow	Teague to Shepherd	763	763	0
D2a	Clovis	Willow	Shepherd Signal	2,446	2,446	0
D3	Clovis	Willow	1/4 mi North of Alluvial	693	693	0
D4a	Fresno	Willow	Teague to Shepherd	193	193	0
D4b	Fresno	Willow	Shepherd to Behymer	2,864	2,864	0
D5	Fresno	Willow	Decatur to Shepherd	3,900	3,900	0
D6	Fresno	Willow	International to Copper	783	783	0
D7	Fresno	Willow	Herndon to Alluvial	5,752	5,752	0
D8	Fresno	Willow	Barstow to Escalon	2,367	2,367	0
E1	Clovis	Temperance	Enterprise Canal to Nees	2,663	2,663	0
E2	Clovis	Temperance	N & S or Sierra	2,892	2,892	0
E3	Clovis	Temperance	Shepherd to Nees	569	569	0
F	Fresno	Ventura	SR41 to SR 99	3,427	3,427	0
G	Fresno	SR 99	Monterey Bridge	1,602	1,602	0
H1	Fresno	California	West to Fruit	1,900	1,900	0
H2	Fresno	California	Fruit to Ventura	9,384	9,384	0
I2a	Fresno	Peach	Jensen to Butler	0	0	0
I2a	Fresno	Peach	Signal @ Church	517	517	0
I2b	Fresno	Peach	Butler to So SJVRR	4,969	6,055	1,086
I2c	Fresno	Peach	Jensen to Butler	4,484	4,484	0
I3	Fresno	Peach	SR180 to Butler	11,239	10,555	(684)
J	Caltrans	SR 41	Aux LN Tulare to "O"	4,900	5,345	445
K 1	Clovis	Herndon	Willow to Minnewawa	3,934	3,934	0
K 2	Clovis	Herndon	Clovis to Bundy	2,478	2,478	0
K 3	Clovis	Herndon	Temperance to DeWolf	14,060	14,060	0
K 5	Fresno	Herndon	Blythe to Valentine	0	0	0
K 5a	Fresno	Herndon	Brawley to Valentine	2,951	2,951	0
K 5b	Fresno	Herndon	Blythe to Brawley East Bound	1,936	1,936	0
K 5c	Fresno	Herndon	Blythe to Brawley West Bound	925	925	0
K 6	Fresno	Herndon	Valentine to Marks	2,900	2,900	0
K 7	Fresno	Herndon	SR99 to Weber	5,524	5,524	0
K 8	Fresno	Herndon	@SR99	26,365	26,365	0
K 9	Fresno	Herndon	@UPRR	61,373	61,373	0
K 10	Fresno	Herndon	Riverside to Polk	2,931	2,931	0
K 11	Fresno	Herndon	Polk to Milburn	14,383	24,072	9,689
L1	Clovis	Shaw	East of Locan	2,360	2,360	0
L2	Clovis	Shaw	Dewolf to McCall	16,777	22,156	5,379
M	Caltrans	SR 99	North to Cedar	96,311	87,163	(9,148)
N1	Fresno	Veterans Blvd	Interchange	91,477	91,170	(307)
N2	Fresno	Veterans Blvd	Shaw/Barstow Bullard/Herndon Net RTMF Loan	59,656 21,568	54,090 54,624	(5,566) 33,056
TOTAL URBAN				763,729	797,928	34,199



**Measure "C" Rural Tier I List**  
**\$ in 1,000**  
**2020**

Proj. ID	Location	Limits	2017 Estimate	2019 Estimate	Change
A	SR180 W	Yuba/James Passing Lanes	12,782	12,782	0
B	SR 180 E	Temperance to Academy	68,443	68,443	0
C	SR180 E	Academy to Trimmer	35,937	35,937	0
D	SR180 E	Trimmer to Frankwood	104,462	104,462	0
E	Friant	Copper to Millerton	2,920	2,920	0
I1	Mountain View	Bethel to Tulare County	23,538	18,495	(5,043)
F	Golden State	American to Tulare County	53,724	54,474	750
G	SR 269	Bridge SR198 & Huron	28,720	28,820	100
J	Academy	Manning to Ind. Park	1,948	1,948	0
K	SR 99	American Interchange	60,171	61,950	1,779
H	SR 180 W	SR 180 to I5	305,110	305,110	0
L	I-5	SR 198 Interchange	18,236	18,236	0
		Net RTMF Loan	9,700	13,951	4,251
		<b>Total</b>	<b>725,691</b>	<b>727,528</b>	<b>1,837</b>

**Measure C  
2020  
Rural Program  
\$1,000**

Rural Regional Program			Long Term Planning Period									Total	Proj. Not Delivered
			Prior 06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27		
<b>B</b>	<b>SR 180 East</b>	PE	11,841	0	0	0	0	0	0	0	0	11,841	
	<b>Temperance to Quality</b>	ROW	23,859	0	0	0	0	0	0	0	0	23,859	
	<b>Caltrans</b>	Const	32,743	0	0	0	0	0	0	0	0	32,743	
		Total	68,443	0	0	0	0	0	0	0	0	68,443	
<b>E</b>	<b>Friant Rd.</b>	PE	0	0	0	0	0	0	0	0	0	0	
	<b>Copper to Millerton</b>	ROW	0	0	0	0	0	0	0	0	0	0	
	<b>County</b>	Const	2,920	0	0	0	0	0	0	0	0	5,840	
		Total	2,920	0	0	0	0	0	0	0	0	5,840	
<b>I</b>	<b>Mounian View</b>	PE	2,041	0	0	0	0	0	0	0	0	2,041	
	<b>Bethel to Tulare co.</b>	ROW	3,660	0	0	0	0	0	0	0	0	7,320	
	<b>County</b>	Const	12,794	0	0	0	0	0	0	0	0	25,588	
		Total	18,495	0	0	0	0	0	0	0	0	34,949	
<b>F</b>	<b>Golden State</b>	PE	5,710	0	0	0	0	0	0	0	0	5,710	
	<b>American to Tulare Co. Line</b>	ROW	0	0	0	0	0	0	0	0	0	0	
	<b>County</b>	Const	0	0	48,764	0	0	0	0	0	0	48,764	
		Total	5,710	0	48,764	0	0	0	0	0	0	54,474	
<b>G</b>	<b>SR 269 Bridge</b>	PE	4,700	0	0	0	0	0	0	0	0	4,700	
	<b>@SR 109</b>	ROW	1,520	0	0	0	0	0	0	0	0	3,040	
	<b>Caltrans</b>	Const	22,600	0	0	0	0	0	0	0	0	45,200	
		Total	28,820	0	0	0	0	0	0	0	0	52,940	
<b>J</b>	<b>Academy</b>	PE	219	0	0	0	0	0	0	0	0	219	
	<b>Manning to Industrial Park</b>	ROW	371	0	0	0	0	0	0	0	0	742	
	<b>Parlier</b>	Const	1,358	0	0	0	0	0	0	0	0	2,716	
		Total	1,948	0	0	0	0	0	0	0	0	3,677	
<b>K</b>	<b>American Avenue Interchange</b>	PE	3,672	0	3,978	0	0	0	0	0	0	7,650	
	<b>American Avenue @ SR 99</b>	ROW	0	0	3,200	0	0	0	0	0	0	3,200	
	<b>Caltrans</b>	Const	0	0	0	0	0	51,100	0	0	0	51,100	0
		Total	3,672	0	7,178	0	0	51,100	0	0	0	61,950	0
<b>C</b>	<b>SR 180 East</b>	PE	5,647	0	0	0	0	0	0	0	0	5,647	
	<b>Academy to Smith</b>	ROW	10,590	0	0	0	0	0	0	0	0	21,180	
	<b>Caltrans</b>	Const	19,700	0	0	0	0	0	0	0	0	39,400	
		Total	35,937	0	0	0	0	0	0	0	0	66,227	
<b>D</b>	<b>SR 180 East</b>	PE	15,596	0	0	0	0	0	0	0	0	15,596	
	<b>Trimmer to Frankwood</b>	ROW	27,152	0	0	0	0	0	0	0	0	54,304	
	<b>Caltrans</b>	Const	61,714	0	0	0	0	0	0	0	0	123,428	
		Total	104,462	0	0	0	0	0	0	0	0	193,328	
<b>H</b>	<b>SR 180 West</b>	PE	300	0	0	0	0	0	0	0	41,784	42,084	42,084
	<b>I5 Connection</b>	ROW	0	0	0	0	0	0	0	0	43,838	43,838	43,838
	<b>Caltrans</b>	Const	0	0	0	0	0	0	0	0	219,188	219,188	219,188
		Total	300	0	0	0	0	0	0	0	304,810	305,110	305,110

**Measure C**  
**2020**  
**Rural Program**  
**\$1,000**

Proj. Not  
Delivered

Rural Regional Program			Long Term Planning Period								Total	Proj. Not Delivered	
			Prior 06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26			2026/27
<b>A</b>	<b>SR180 West</b>	PE	2,313	0	0	0	0	0	0	0	0	2,313	
	<b>Yuba to James</b>	ROW	2,295	0	0	0	0	0	0	0	0	4,590	
	<b>Caltrans</b>	Const	8,174	0	0	0	0	0	0	0	0	16,348	
		Total	12,782	0	0	0	0	0	0	0	0	23,251	
<b>L</b>	<b>I5 - SR 198 Interchange</b>	PE	0	0	0	0	0	0	0	4,208	4,208		
	<b>I5 - SR 198</b>	ROW	0	0	0	0	0	0	0	0	0		
	<b>Caltrans</b>	Const	0	0	0	0	0	0	0	14,028	14,028		
		Total	0	0	0	0	0	0	0	0	18,236	18,236	0
<b>Grand Total</b>		PE	52,039	0	3,978	0	0	0	0	45,992	102,009	42,084	
		ROW	69,447	0	3,200	0	0	0	0	43,838	116,485	43,838	
		Const	162,003	0	48,764	0	0	51,100	0	233,216	495,083	219,188	
		Total	283,489	0	55,942	0	0	51,100	0	323,046	713,577	305,110	
		Prior	283,489	0	55,942	0	0	51,100	0	0	323,046	713,577	
		Prior	06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total	
Balance Forward				42,228	57,188	15,238	27,383	40,374	33,420	47,627	62,924		
Revenues													
Measure "C"			110,155	11,059	10,140	10,546	10,967	11,406	11,863	12,337	12,831	201,304	
Prior Measure			20,806	0	1,488	0	0	30,569	0	0	0	52,863	
STIP			81,998	0	0	0	0	0	0	0	0	81,998	
SLPP			10,400	0	0	0	0	0	0	0	0	10,400	
Other State - HBR/SHOPP/ect.			29,100	0	0	0	0	0	0	0	0	29,100	
Fed Aid - RSTP/CMAQ/DEMO			21,503	0	0	0	0	0	0	0	0	21,503	
RTMF			68,581	0	0	0	0	0	0	0	0	68,581	
Local Development Fees			0	0	0	0	0	0	0	0	0	0	
Other Local			0	0	0	0	0	0	0	0	0	0	
Interest			6,250	1,710	1,246	733	1,165	1,269	1,394	1,901	0	15,668	
Total Revenues			348,793	12,769	12,874	11,279	12,132	43,244	13,257	14,238	12,831	481,417	
Expenses													
Project Expenses			283,489	0	55,942	0	0	51,100	0	0	323,046	713,577	
Debt Service			23,076	(2,192)	(1,118)	(866)	(859)	(901)	(950)	(1,059)	(1,180)	13,951	
Total Expenses			306,565	(2,192)	54,824	(866)	(859)	50,199	(950)	(1,059)	321,866	727,528	
<b>Ending Balance</b>			42,228	57,188	15,238	27,383	40,374	33,420	47,627	62,924	(246,111)	(246,111)	

Measure C  
2020  
Urban Program  
\$1,000

Proj. Not  
Delivered

Urban Regional Program			Prior	Short Term Planning Period								Total
			06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
A	SR 180 East Clovis to Temperance Caltrans	PE	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0
		Const	107,710	0	0	0	0	0	0	0	0	107,710
		Total	107,710	0	0	0	0	0	0	0	0	107,710
B1 & B3	SR180 West Brawley to Hughes West Caltrans	PE	634	0	0	0	0	0	0	0	0	634
		ROW	10	0	0	0	0	0	0	0	0	10
		Const	70,160	0	5,850	0	0	0	0	0	0	75,810
		Total	70,604	0	5,850	0	0	0	0	0	0	76,454
B2	SR180 West - Frontage Road Marks to Hughes West Fresno	PE	335	0	0	0	0	0	0	0	0	335
		ROW	2,758	0	0	0	0	0	0	0	0	5,516
		Const	3,304	0	0	0	0	0	0	0	0	6,608
		Total	6,397	0	0	0	0	0	0	0	0	6,397
I	Peach Traffic Signal @ Church Fresno	PE	1,352	0	0	0	0	0	0	0	0	1,352
		ROW	4,575	0	0	0	0	400	0	0	0	4,975
		Const	11,200	0	0	0	0	0	0	0	4,084	15,284
		Total	17,127	0	0	0	0	400	0	0	4,084	21,611
G	Monterey Bridge Broadway - Golden State Fresno	PE	155	0	0	0	0	0	0	0	0	155
		ROW	0	0	0	0	0	0	0	0	0	0
		Const	1,447	0	0	0	0	0	0	0	0	1,447
		Total	1,602	0	0	0	0	0	0	0	0	1,602
D	Willow  Fresno/Clovis	PE	1,859	0	0	0	0	250	0	0	87	2,196
		ROW	3,493	0	0	0	0	865	0	0	0	4,358
		Const	18,137	0	0	0	0	0	0	0	5,333	23,470
		Total	23,489	0	0	0	0	1,115	0	0	5,420	30,024
F	Ventura Sr 41 to Sr 99 Fresno	PE	0	0	0	0	0	219	0	0	0	219
		ROW	0	0	0	0	0	820	0	0	0	820
		Const	0	0	0	0	0	0	0	0	2,388	2,388
		Total	0	0	0	0	0	1,039	0	0	2,388	3,427
C	Sr 41,168,180 Braided Ramps  Caltrans	PE	5,265	0	0	0	0	0	0	0	0	5,265
		ROW	110	0	0	0	0	0	0	0	0	110
		Const	61,563	0	0	0	0	0	0	0	0	61,563
		Total	66,938	0	0	0	0	0	0	0	0	66,938
K	Herndon  Fresno/Clovis	PE	4,381	232	0	0	0	0	0	851	0	5,464
		ROW	7,454	0	299	0	0	0	0	0	0	7,753
		Const	24,637	0	2,400	0	22,308	0	0	0	86,887	136,232
		Total	36,472	232	2,699	0	22,308	0	0	851	86,887	149,449
L	Shaw  Clovis	PE	979	689	0	0	0	0	0	0	0	1,668
		ROW	3,563	808	0	0	0	0	0	0	0	4,371
		Const	14,595	3,882	0	0	0	0	0	0	0	18,477
		Total	19,137	5,379	0	0	0	0	0	0	0	24,516
H	California  Fresno	PE	0	0	0	0	0	574	0	0	0	574
		ROW	0	0	0	0	0	0	0	2,701	0	2,701
		Const	1,900	0	0	0	0	0	0	0	6,109	8,009
		Total	1,900	0	0	0	0	0	574	2,701	6,109	11,284

0  
0  
61,373  
61,373

Measure C  
2020  
Urban Program  
\$1,000

Proj. Not  
Delivered

Urban Regional Program		Prior	Short Term Planning Period								Total		
		06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27			
M	SR99 Interchange	PE	3,263	0	6,200	0	0	0	0	0	9,463		
	North/Cedar/SR 99	ROW	0	0	0	18,100	7,500	0	0	0	25,600		
	Caltrans	Const	0	0	0	0	0	52,100	0	0	52,100		
		Total	3,263	0	6,200	18,100	7,500	52,100	0	0	0	87,163	0
E	Temperance	PE	0	0	0	0	0	0	0	0	0		
	Enterprise Canal to South of Shepherd	ROW	346	0	0	0	0	0	0	0	346		
	Clovis	Const	5,192	0	0	0	0	0	0	0	5,192		
		Total	6,124	0	0	0	0	0	0	0	0	6,124	
J	SR41 Aux Lanes	PE	1,650	0	0	0	0	0	0	0	1,650		
	Tulare to "O" Street	ROW	150	0	0	0	0	0	0	0	150		
	Caltrans	Const	3,545	0	0	0	0	0	0	0	3,545		
		Total	5,345	0	0	0	0	0	0	0	0	5,345	0
N	Veterans Blvd.	PE	11,601	0	0	0	0	0	0	0	11,601		
		ROW	22,823	0	0	0	0	0	0	0	22,823		
	Fresno	Const	5,169	37,142	61,148	7,377	0	0	0	0	110,836		
		Total	39,593	37,142	61,148	7,377	0	0	0	0	0	145,260	
Gran Total		PE	32,060	921	6,200	0	0	469	574	851	87	41,162	0
		ROW	45,282	808	299	18,100	7,500	2,085	0	2,701	0	76,775	0
		Const	328,559	41,024	69,198	7,377	22,308	52,100	0	0	104,801	625,367	61,373
		Total	405,901	42,753	75,697	25,477	29,808	54,654	574	3,552	104,888	743,304	
		Prior											
		06/30/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total		
Balance Forward			0	27,867	40,549	16,113	10,707	0	2,941	18,314	32,114		
Revenues													
Measure "C"			110,155	11,059	10,140	10,546	10,967	11,406	11,863	12,337	12,831	201,304	
Prior Measure			88,072	4,303	5,444	4,506	0	0	0	0	0	102,325	
STIP			63,772	0	19,716	0	0	42,346	0	0	0	125,834	
SLPP			13,925	2,173	0	1,904	0	0	0	0	0	18,002	
Other State - HBR/Shopp/Ect.			82,631	28,778	0	0	0	0	0	0	0	111,409	
Fed Aid - RSTP/CMAQ/DEMO/STIM			27,798	0	10,541	0	0	0	0	0	0	38,339	
RTMF			42,017	0	33,901	13,594	7,500	6,828	0	0	0	103,838	
Local Development Fees			12,853	6,482	3,699	590	5,286	623	0	0	10,271	39,804	
Other Local			932	0	0	0	0	0	0	0	0	932	
Interest			7,010	1,177	975	461	184	51	366	867	0	11,091	
Total Revenues			449,165	53,972	84,416	31,601	23,937	61,252	12,229	13,204	23,102	752,878	
Expenses													
Project Expenses			405,901	42,753	75,697	25,477	29,808	54,654	574	3,552	104,888	743,304	
RTMF Debt Service			15,397	(1,463)	33,155	11,530	4,836	3,657	(3,718)	(4,148)	(4,622)	54,624	
Total Expenses			421,298	41,290	108,852	37,007	34,644	58,311	(3,144)	(596)	100,266	797,928	
Ending Balance			27,867	40,549	16,113	10,707	0	2,941	18,314	32,114	(45,050)	(45,050)	

