

Summary of Major Changes to Cycle 4 of the 2019 Fresno COG Active Transportation Program Regional Guidelines

**Changes are reflected with red text and strikethrough*

SECTION OF THE GUIDELINES	2017 CYCLE 3	2019 CYCLE 4
Milestone Dates	<p>Call for Projects: July 1st-September 15th, 2016</p> <p>Programming Years: 2019/20 – 2020/21, 2-year cycle</p>	<p>ADJUSTED (CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>Call for Projects: May 16– July 31, 2018</p> <p>Programming Years: 2019/20 – 2022/23, 4-year cycle <i>(Page 3 of Guidelines)</i></p>
Matching Requirements	<p>No matching requirements, but points will be awarded based on non-ATP funds pledged.</p>	<p>ADJUSTED (CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>No matching requirements, but leveraging points will not be awarded for small infrastructure, plans or non-infrastructure only applications. (Page 5 of Guidelines)</p>
Maximum Request	<p>“Encourage” ATP fund awards of \$1 million or less per project.</p>	<p>ADJUSTED:</p> <p>Encourage ATP fund awards of \$1.5 million or less per project <i>(Page 5 of Guidelines)</i></p>
Project Selection Process	<p>The project applications received in this competitive process will be considered along with those not selected through the statewide competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:</p> <ul style="list-style-type: none"> • Project applications that were not submitted through the statewide program • List of the members of its multidisciplinary advisory group • Description of unbiased project selection methodology • Program spreadsheet with the following elements <ul style="list-style-type: none"> ○ 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) 	<p>SUBSTANTIVE CHANGE (NEW/REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p><u>All project applications must be submitted to Caltrans for consideration in the statewide competition to be eligible for the regional competition. Projects not selected for programming in the statewide competition must be considered in the regional competition.</u> The project applications received in this competitive process will be considered along with those not selected through the statewide competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:</p> <p>• Project applications that were not submitted through the statewide program</p> <ul style="list-style-type: none"> • List of the members of its multidisciplinary advisory group • Description of unbiased project selection methodology • Program spreadsheet with the following elements <ul style="list-style-type: none"> ○ All projects evaluated ○ Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting disadvantaged communities

		<ul style="list-style-type: none"> ○ Project type designations such as non-infrastructure, Safe Routes to School, etc. ● Board resolution approving program of projects ● Updated Project Programming Requests (PPRs) <i>(Page 10 of Guidelines)</i>
<p>Project Application</p>	<p>One application for all project types.</p>	<p>SUBSTANTIVE CHANGE (NEW/REVISED APPLICATIONS AND LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>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. The five application types are:</p> <ul style="list-style-type: none"> A. Large Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million. Any project requesting over \$10M in ATP funding will be required to host an onsite field review with Caltrans and CTC staff. B. Medium Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$1.5 million to \$ 7 million C. Small Project: Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$1.5 million D. Non-infrastructure Only E. Plan <p><i>(Page 10 and 11 of Guidelines)</i></p>

<p>Scoring Criteria</p>	<p>Scoring criteria as follows:</p> <ul style="list-style-type: none"> A. Disadvantaged Communities (0 to 10 points) B. Increased Biking and Walking (0 to 35 points) C. Safety Improvements (0 to 25 points) D. Public Participation and Planning (0 to 10 points) E. Public Health (0-10 points) F. Cost Effectiveness (0 to 5 points) G. Leveraging (0 to 5 points) H. Past Performance (0 to -10 points) 	<p>SUBSTANTIVE CHANGE (REVISED CRITERIA AND SCORING CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>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 on page 12 of guidelines 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.</p> <p>Criteria categories include:</p> <ul style="list-style-type: none"> A. Benefit to Disadvantaged Communities B. Need C. Safety D. Public participation and Planning E. Scope and Plan Consistency F. Implementation and Plan Development G. Context sensitive bikeways/walkways and innovative project elements H. Transformative Projects I. Evaluation and Sustainability J. Cost-effectiveness K. Leveraging L. Corps M. Past performance <p><i>(Page 12 of Guidelines)</i></p>
<p>Program/Project Amendments</p>		<p>SUBSTANTIVE CHANGE (REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>Project amendments will be considered for the Active Transportation Program as follows:</p> <ul style="list-style-type: none"> • Scope Changes – The Commission may consider changes to the scope of the project only as described in the adopted guidelines. • Funding Distribution Changes – The Commission may consider a request to move funds between phases after a project has been programmed only as described below. <p>Schedule changes to a project will not be considered unless a</p>

		<p>time extension was approved as specified in the timely use of funds section. ATP will not participate in 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.</p> <p>Additional language can be found in the Program/Project Amendments section of the guidelines <i>(Page 16 of Guidelines)</i></p>
<p>Project Reporting</p>		<p>SUBSTANTIVE CHANGE (REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>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 - http://catc.ca.gov/programs/sb1/implementation/. All reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to ATP projects, including the report content, submission timeline and consequences for noncompliance.</p> <p>A. Progress Reports: B. Project Completion Report: C. Final Delivery Reports: D. Audits:</p> <p><i>(Page 21 of Guidelines)</i></p>
<p>Project Signage</p>		<p>SUBSTANTIVE CHANGE (REVISED LANGUAGE CONSISTENT WITH STATEWIDE GUIDELINES):</p> <p>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.</p> <p><i>(Page 24 of Guidelines)</i></p>