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**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING**  
**STANCOG BOARD ROOM**  
**1111 I STREET, SUITE 308**  
**MODESTO, CA**  
**WEDNESDAY AUGUST 2, 2017**  
**10:00 AM**

Committee Agendas and Minutes: Committee agendas, minutes and copies of items to be considered by the StanCOG Committees are available at least 72 hours prior to the meeting at the StanCOG offices located at 1111 "I" Street, Suite 308, Modesto, CA during normal business hours. The documents are also available on StanCOG's website at [www.stancog.org/policy-board.shtm](http://www.stancog.org/policy-board.shtm).

Materials related to an item on this Agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the address listed above during normal business hours. These documents are also available on StanCOG's website, subject to staff's ability to post the documents before the meeting.

Public Comment Period: Matters under the jurisdiction of the Committee, and not on the posted agenda, may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Committee for consideration. However, California law prohibits the Committee from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Committee. Any member of the public wishing to address the Committee during the "Public Comment" period will be limited to 5 minutes unless the Chair of the Committee grants a longer period of time. At a Special Meeting, members of the public may address the Committee on any item on the Agenda at the time the item is considered by the Committee.

Public Participation on a Matter on the Agenda: Please step to the podium at the time the agenda item is announced by the Chairperson. In order to ensure that interested parties have an opportunity to speak, any person addressing the Committee will be limited to a maximum of 5 minutes unless the Chair of the Committee grants a longer period of time.

Reasonable Accommodations: This Agenda shall be made available upon request in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting to enable StanCOG to make reasonable arrangements to ensure accessibility to this meeting.

Notice Regarding Non-English Speakers: StanCOG Committee meetings are conducted in English and translations to other languages is not provided. Anyone wishing to address the Committee is advised to have an interpreter or to contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting so that StanCOG can provide an interpreter.

Aviso con Respecto a Personas que no Hablan el Idioma de Inglés: Las reuniones del los Comités del Consejo de Gobiernos de Stanislaus son conducidas en Inglés y traducciones a otros idiomas no son disponibles. Cualquier persona que desea dirigirse al Comité se le aconseja que traiga su propio intérprete o llame a Cindy Malekos al (209) 525-4600 durante horas de oficina regulares o a lo menos 72 horas antes de la reunión de la Mesa Directiva del Consejo de Gobiernos de Stanislaus, para proporcionarle con un intérprete.

**AGENDA**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PUBLIC COMMENTS**

*These matters may be presented only by interested persons in the audience. Discussion is limited to five minutes or at the discretion of the Chair.*

**4. CONSENT CALENDAR**

A. Motion to Approve Bicycle/Pedestrian Advisory Committee Minutes of 4/5/17

**5. DISCUSSION/ACTION ITEMS**

A. Motion to Nominate a FY 2017/18 Chair and Vice-Chair

B. 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

C. Senate Bill (SB) 1 Update (Verbal Report)

D. 2017 Statewide Active Transportation Program (ATP) Augmentation Call for Projects

**6. MANAGEMENT REPORT**

**7. MEMBER REPORTS**

**8. ADJOURNMENT**

**Next Regularly Scheduled BPAC Meeting:**

**September 27, 2017 (Wednesday) @ 10:00 am**

**StanCOG Board Room**

**1111 I Street, Suite 308**

**Modesto, CA 95354**



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# CONSENT CALENDAR

**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**  
**StanCOG Board Room**  
**1111 I Street, Suite 308**  
**Modesto, CA**

**Minutes of April 5, 2017 (Wednesday)**  
**10:00 am**

**MEMBERS PRESENT:** Kari Casey, RJ Corwin, Jim Dosenbach, Lennox Harris, Greg Jacquay, Leisser Mazariegos, Minn Thein

**ALSO PRESENT:** Carla Alviso, Elisabeth Hahn, Stephen Hanamaikai, Dave Reed (StanCOG); Lisa Donahue (Dibs); Charles Vasquez (Stanislaus County Public Works); Kyle Fliflet (Stanislaus County Health Services Agency)

**1. CALL TO ORDER**

Chair RJ Corwin called the meeting to order at 10:00 a.m.

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

**4. PUBLIC COMMENTS - None**

**5. CONSENT CALENDAR**

**A. Motion to Approve Bicycle/Pedestrian Advisory Committee Minutes of 2/1/17**

**\*By Motion (Member Lennox Harris/Member Jim Dosenbach)** and a unanimous vote, the Bicycle/Pedestrian Advisory Committee approved the Consent Calendar.

**6. PRESENTATION**

**A. Bike to Work Month 2017**

Lisa Donahue of Dibs (formerly known as Commute Connection) provided a presentation on Bike to Work month that would take place in May. She outlined this year's Commuter Challenge and the prizes available for the winners. She reviewed the activities that traditionally take place throughout the jurisdictions and outlined the tools Dibs could provide to help coordinate any community events. She stated that she could be contacted at [lisa@dibsmysway.com](mailto:lisa@dibsmysway.com) with any suggestions members may have. A brief discussion followed and members' questions were answered.

## 7. DISCUSSION/ACTION ITEMS

### A. California State Bicycle and Pedestrian Plan

Stephen Hanamaikai provided background on the *Toward an Active California* (Plan), the first ever state bicycle and pedestrian plan developed by Caltrans. He stated that the Plan lays out a path to achieve Caltrans' walking and bicycling goals and briefly outlined them. He provided a print out of the presentation that was given to the California Transportation Commission at their March 2016 meeting, and stated that the Draft Final Plan could be accessed at:

[http://www.cabikepedplan.org/files/managed/Document/194/CSBPP%20DRAFT%202017-02-07\\_website.pdf](http://www.cabikepedplan.org/files/managed/Document/194/CSBPP%20DRAFT%202017-02-07_website.pdf)

### B. County Bicycle and Pedestrian Projects Update

Charles Vasquez reported on the upcoming street, road and bridge repairs related to bicyclists and pedestrians that were scheduled to be done in 2017. He briefly outlined the projects, and handouts were provided for the members. A discussion followed and members' had their questions answered.

### C. Measure L Implementation Update

Dave Reed reported that the Citizen's Oversight Committee application was in the process of being finalized. He also stated that a Measure L logo was in the process of being chosen, to be used on signs for the Measure L projects. A discussion followed and members' questions were answered.

## 8. MANAGEMENT REPORT - None

## 9. MEMBER REPORTS - None

## 10. ADJOURNMENT

Chair RJ Corwin adjourned the meeting at 10:49 a.m.

### Next Regularly Scheduled BPAC Meeting:

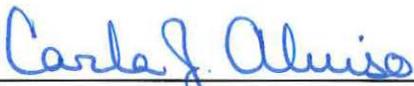
**June 7, 2017 (Wednesday) @ 10:00 am**

**StanCOG Board Room**

**1111 I Street, Suite 308**

**Modesto, CA 95354**

Minutes Prepared By:



Carla Alviso, Administrative Assistant



**StanCOG**  
Stanislaus Council of Governments

# DISCUSSION & ACTION ITEMS



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**TO:** Bicycle Pedestrian Advisory Committee (BPAC) **Staff Report**  
**THROUGH:** Rosa De León Park, Executive Director **Motion**

**FROM:** Cindy Malekos, Manager of Administrative Services

**DATE:** July 17, 2017

**SUBJECT:** FY 2017/18 Bicycle Pedestrian Advisory Committee (BPAC) Chair and Vice-Chair

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**Recommendation**

**By Motion:**

Nominate a FY 2017/18 Chair and Vice-Chair of the Bicycle Pedestrian Advisory Committee (BPAC).

**Background**

The StanCOG BPAC Bylaws, Article VII, Section 1 state that the BPAC shall elect from among its membership a Chair and a Vice-Chair. The term of office shall be one year.

**Discussion**

The BPAC each year elects a Chair and a Vice Chair. The current Chair is R.J. Corwin and the current Vice-Chair is Chuck Shoup. The term of office for fiscal year 2017/18 shall be through June 2018.

Should you have any questions regarding this staff report, please contact Rosa De León Park, Executive Director, at 209-525-4600 or via e-mail at [rpark@stancog.org](mailto:rpark@stancog.org).



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**TO:** Bicycle Pedestrian Advisory Committee (BPAC) **Staff Report**  
**THROUGH:** Rosa De León Park, Executive Director **Discussion**

**FROM:** Elisabeth Hahn, Principal Planner  
Isael Ojeda, Assistant Planner

**DATE:** July 25, 2017

**SUBJECT:** 2018 Regional Transportation Plan/Sustainable Communities Strategy

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**Recommendation**

Consider information presented.

**Background**

Every four years the State of California and the federal government require that regional planning agencies, including StanCOG, update their respective Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). In Stanislaus County, the stakeholder driven process of developing and updating the RTP/SCS is referred to as “Valley Vision Stanislaus”. The RTP/SCS for Stanislaus County was last updated in 2014. The 2018 update must be completed before October 2018.

The Regional Transportation Plan is the region’s 25-year, financially-constrained blueprint for future transportation improvements and investments based on specific transportation goals and objectives defined by StanCOG with input from the public and its member agencies. A successful RTP should help promote the safe and efficient management, operation and development of an intermodal transportation system including roadways, transit, goods movement facilities, bicycle/pedestrian improvements and aviation.

Transportation helps shape a region’s economic health and quality of life; it influences the pattern of growth and economic activity through accessibility to land. Transportation also affects other public policy issues such as air quality, affordable housing, and public safety. The RTP is more than a mere listing of highway and transit projects to be pursued over 25 years; it requires

developing strategies for operating, maintaining, and financing the region's transportation system in such a way as to advance the region's long term goals.

Transportation planning and land use became more closely linked in California following the passage of Senate Bill 375 in 2008. As a result of this legislation, each of California's 18 Metropolitan Planning Organizations, including StanCOG, must prepare a "Sustainable Communities Strategy" as part of their RTP. The Sustainable Communities Strategy sets forth a forecasted development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, will reduce greenhouse gas emissions from passenger vehicles and light trucks to achieve emission reduction targets set by the California Air Resources Board. The future land use and transportation scenario presented in the Sustainable Communities Strategy must accommodate forecasted population, employment, and housing sufficient to meet the needs of all income groups, including the State-mandated Regional Housing Needs Assessment (RHNA), while considering State housing goals. The Air Resources Board must review and accept each MPO's determination that, if implemented, the Sustainable Communities Strategy would meet the region's respective emissions reduction targets. SB 375 established incentives to encourage local governments and developers to implement the Sustainable Communities Strategy since land use policy remains under the purview of local governments. Developers can get relief from certain environmental review requirements under the California Environmental Quality Act if their new residential and mixed-use projects are consistent with a region's CARB-approved Sustainable Communities Strategy.

## **Discussion**

The Valley Vision Stanislaus Steering Committee will guide the 2018 RTP/SCS process as it did for the 2014 RTP/SCS update. It is comprised of staff representing StanCOG's 10 member agencies and other interest groups and is chaired by a member of the StanCOG Policy Board (Richard O'Brien\Riverbank). Since the local governments within Stanislaus County maintain land use authority, it is imperative to include them in the Valley Vision Stanislaus process of developing the RTP/SCS.

A kickoff meeting was held with the steering committee on July 20, 2018. A consultant team led by Kimley-Horn & Associates has been hired by StanCOG to prepare the update. The Kimley-Horn team provided the steering committee with an overview of the key RTP/SCS tasks, project schedule, and goals and objectives, as well as their proposed project approach.

A sizable component of the RTP/SCS effort will require data to be collected from the local agencies, including information on land use, transportation projects and revenue. StanCOG staff and the consultant team will, therefore, coordinate closely with local agencies to update the financially constrained and unconstrained project lists in the RTP and receive input on current and future land use policies. The first round of coordination meetings have been scheduled with each local agency for late July and early August and are focused on updating the list of financially constrained and unconstrained projects in the RTP. Through advisory committee meetings and future one-on-one meetings, local agencies will assist StanCOG staff and the consultant team in updating the land use plans of each community, and developing four future scenarios that will be analyzed in the RTP/SCS.

The 2018 update will reflect all new state/federal legislative requirements and guidance and new funding opportunities, including Measure L, SB-1's formula and competitive funding programs, as well as other funding programs (Systemic Safety Analysis Reporting Program, Active Transportation Program, Priority Freight Corridors, etc.). Each of the four scenarios developed for analysis will include Measure L projects and programs as it is a voter approved measure.

Kimley-Horn will utilize a performance-based analysis of the scenarios using the recently updated VMIP2 travel model, and the EnvisionTomorrow Land Use Allocation Tool, to inform progress towards:

- Location Efficiency
- Reliable Mobility
- Health & Safety
- Environmental Stewardship
- Social Equity
- Robust Economy

The team will also use those tools to demonstrate whether the scenarios will achieve air quality conformity and meet the region's greenhouse gas emission reduction targets. For the 2018 update, StanCOG's RTP/SCS must reduce per capita emissions in 2020 and 2035 relative to 2005 baseline levels by 12% and 16%, respectively, per the California Air Resource Board.

The Kimley-Horn team will also employ a robust public outreach program including three rounds of public workshops. The schedule for the first round of workshops is:

- |                  |                  |   |
|------------------|------------------|---|
| • Mon., July 31  | 6:00 – 8:00 p.m. | Hammon Senior Center<br>1033 W. Las Palmas Ave., Patterson              |
| • Wed., Aug. 2   | 6:00 – 8:00 p.m. | Gene Bianchi Community Center<br>110 S. Second Ave., Oakdale            |
| • Thurs., Aug. 3 | 6:00 – 8:00 p.m. | Modesto Centre Plaza (Ash Room)<br>10 <sup>th</sup> /K Streets, Modesto |

Other workshops will be held in October 2017 and February 2018. At each workshop, the Kimley-Horn team will communicate that the RTP/SCS is a legally required process to identify areas to accommodate all of the region's population, including all income groups, for at least the next 20 years. The intended outcome is a Regional Transportation Plan and Sustainable Communities Strategy that meets the transportation and land use needs of the region and reduces greenhouse-gas emissions from automobiles and light trucks. The team proposes to conduct many other presentations throughout the county to civic organizations and stakeholder groups. The team will encourage the local media to report on the RTP/SCS process and they will create and utilize social media tools to communicate directly to county residents. The intent is to engage the broadest cross section of Stanislaus County residents, businesses and transportation providers in planning for our future transportation needs and to make the planning process accessible, interactive and engaging.

The key milestones in developing the 2018 update include:

- July – August 2017. Establish goals/policies of the RTP/SCS, develop demographic and revenue projections, and review the 2014 performance metrics and update for 2018, as needed.
- August 2017. – Develop four future land use and investment scenarios.
- October 2017 – March 2018. Perform technical studies and analysis on scenarios, and prepare the draft and final RTP/SCS plan.
- November 2017 – June 2018. Conduct environmental review of the final RTP/SCS plan.
- By June 2018. Board adoption of RTP/SCS and certification of environmental document.

Should you have any questions regarding this staff report, please contact Elisabeth Hahn, Principal Planner, by phone at (209) 525-4632 or via e-mail at [ehahn@stancog.org](mailto:ehahn@stancog.org)



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**TO:** Bicycle Pedestrian Advisory Committee **Staff Report**  
Discussion

**THROUGH:** Rosa De León Park, Executive Director

**FROM:** Elisabeth Hahn, Principal Planner  
Debbie Trujillo, Planning Technician

**DATE:** July 24, 2017

**SUBJECT:** 2017 Statewide Active Transportation Program (ATP) Augmentation Call for Projects

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**Recommendation:**

Consider information presented.

**Background**

The Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1), signed by the Governor on April 28, 2017, appropriates \$100 million annually from the Road Maintenance and Rehabilitation Account (RMRA) to the Active Transportation Program (ATP) starting in FY 2017/18. The California Transportation Commission (CTC), which is responsible for administering the ATP program, has adopted guidelines for the augmentation covering fiscal years 2017/18 and 2018/19. The funds for FY 2017/18 and 2018/19 will “augment” the funding for the recently completed Cycle 3 of the ATP program. The funds available are state funds only, therefore, projects funded in the 2017 ATP Augmentation do not need to be federal-aid eligible.

**Discussion**

**Statewide Call for Projects**

On June 30, 2017, the CTC announced a statewide call for projects for FY’s 2017/18 and 2018/19 with \$96 million available. The 2017 ATP Augmentation guidelines are attached to this staff report and are available on the CTC’s website at:

[http://www.catc.ca.gov/programs/ATP/2017/Final\\_2017\\_ATP\\_Augmentation\\_Guidelines.pdf](http://www.catc.ca.gov/programs/ATP/2017/Final_2017_ATP_Augmentation_Guidelines.pdf)

Funding for the 2017 ATP Augmentation Statewide Call for Projects will only be available to:

- 1) Projects that were awarded funds through the 2017 ATP Cycle 3 Statewide or Small Urban & Rural Components that can advance one or more of their project components into the 2017/18 and/or 2018/19 programming years.
- 2) Projects that applied for funding through the 2017 ATP Cycle 3 Statewide and Small Urban & Rural Components but were not selected for funding.

The adopted program guidelines state that projects will be evaluated based on their 2017 ATP Cycle 3 scores (state or MPO) and project deliverability according to the following priority order:

- 1) Projects that can deliver all components in 2017/18 and 2018/19;
- 2) Projects that can deliver one or more but not all of their components in 2017/18 and 2018/19;
- 3) Projects that applied in 2017 ATP Cycle 3 but were not awarded funding.

The following projects from the Stanislaus Region will be eligible to apply for the 2017 ATP Augmentation Statewide component:

<b>2017 ATP Augmentation – Statewide Component</b>		
<b>Applicant</b>	<b>Project Title</b>	<b>Final Score</b>
Modesto*	Paradise Road Pedestrian and Bicycle Safety Improvements	90
Ceres*	Ceres - Citywide Active Transportation Plan	90
Patterson	Ninth Street Improvement Project	84
Ceres	Safe Route to School Morgan Road Corridor Improvement	65
Riverbank	Eastern Stanislaus Regional Bicycle/Pedestrian Path Project	63
Riverbank	Patterson Road Bicycle/Pedestrian Connectivity Project	59
Riverbank	Riverbank Active Transportation Plan	52

\*Awarded funding through ATP Cycle 3 Statewide Component

Applicants must submit the following documents in order to be considered for the Statewide Component of the 2017 ATP Augmentation:

- Updated Schedule and Funding Plan (requested amount must stay the same)
- Authorization Letter signed by the Chief Executive Officer or other officer authorized by the applicant’s governing board

In addition to the two required documents above, applicants may submit a one-page application update that explains any significant changes to the project since the original application submittal. More detailed project evaluation criteria can be found in the guidelines.

**Applications for the statewide call for projects must be sent directly to both CTC and**

**StanCOG by August 1, 2017 (postmark date).**

Please refer to the attached guidelines for detailed application submittal information.

2017 MPO Call for Projects

Following the Statewide 2017 ATP Augmentation call, once the submitted projects have been adopted by CTC, StanCOG will hold a regional call for projects for funds in the amount of \$1,158,000 to be programmed in FY's 2017/18 and 2018/19.

Similar to the statewide call, projects eligible for funding are limited to:

- 1) Projects that were awarded funds through the 2017 ATP Cycle 3 MPO Component and can advance one or more of their project components into the 2017-18 and/or 2018-19 programming years; and
- 2) Projects that applied but were not awarded funding in the 2017 ATP Cycle 3 MPO Component.

The following projects from the Stanislaus Region will be eligible to apply for the 2017 ATP Augmentation MPO component:

<b>2017 ATP Augmentation – MPO Component</b>		
<b>Applicant</b>	<b>Project Title</b>	<b>Final Score</b>
StanCOG*	Regional Bicycle/Pedestrian Safety and Education Campaign	84
Turlock*	SRTS ADA Pedestrian Improvement	80
Waterford*	City of Waterford SRTS Crosswalk Safety Project	74
Patterson	Ninth Street Improvement Project	70
Ceres	Safe Route to School Morgan Road Corridor Improvement	65
Riverbank	Eastern Stanislaus Regional Bicycle/Pedestrian Path Project	63
Riverbank	Patterson Road Bicycle/Pedestrian Connectivity Project	59
Riverbank	Riverbank Active Transportation Plan	52

\*Awarded funding through ATP Cycle 3 MPO Component

Applicants must submit the following documents in order to be considered for the MPO Components of the 2017 ATP Augmentation:

- Updated Schedule and Funding Plan (requested amount must stay the same)
- Authorization Letter signed by the Chief Executive Officer or other officer authorized by the applicant's governing board

In addition to the two required documents above, applicants may submit a one-page application update that explains any significant changes to the project since the original application

submittal. More detailed project evaluation criteria and submittal information can be found in the guidelines.

The following policies will apply only to the MPO Component of the 2017 ATP Augmentation:

- CTC will allow the supplanting of funds at the MPO's discretion. The supplanting of funds only applies to projects that received less ATP funding than requested in the 2017 ATP Cycle 3.
- Projects that applied for funding through construction in the 2017 ATP Cycle 3 Statewide Component and were not awarded, but which received only preconstruction funding through the 2017 MPO Cycle 3 Component may apply for funding through construction (the unfunded phases) in the Statewide Component.

**Project funding requests for the MPO component must be submitted to StanCOG by September 11, 2017.**

Should you have any questions regarding this report, please contact Elisabeth Hahn, Principal Planner, by phone at 209.525.4633 or via e-mail at [ehahn@stancog.org](mailto:ehahn@stancog.org).

Attachment:

1. 2017 Active Transportation program Augmentation Guidelines

## Final 2017 Active Transportation Program Augmentation Guidelines

These guidelines are the policies and procedures specific to the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the Active Transportation Program (ATP) – hereby known as the 2017 ATP Augmentation. The California Transportation Commission (Commission) is statutorily required to adopt the guidelines and selection criteria for and define the types of projects eligible to be funded through the ATP.

### **I. Authority and Purpose**

Senate Bill (SB) 1, signed by the Governor on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in the 2017-18 fiscal year. The following policies and procedures address the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the ATP. Unless otherwise expressly modified by statute or these guidelines, the Commission will follow the 2017 ATP Guidelines at [http://catc.ca.gov/programs/ATP/2017/Final Adopted 2017 ATP Guidelines.pdf](http://catc.ca.gov/programs/ATP/2017/Final_Adopted_2017_ATP_Guidelines.pdf).

### **II. Funding and Programming Years**

The 2017 ATP Augmentation is funded from the approximately \$200 million allocated from the Road Maintenance and Rehabilitation Account to the ATP in fiscal years 2017-18 and 2018-19. **The Road Maintenance and Rehabilitation Account funds are state funds. Therefore, projects funded in the 2017 ATP Augmentation do not need to be federal-aid eligible.** The initial programming capacity for the 2017 ATP Augmentation program is in fiscal years 2017-18 and 2018-19. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19.

### **III. Distribution**

The funding available for the 2017 ATP Augmentation will be distributed into the Statewide Component, the Small Urban & Rural Component, and the Metropolitan Planning Organization (MPO) Component, in the same manner as specified in Section II (5) of the 2017 ATP Guidelines. The 2017 ATP Augmentation Fund Estimate must indicate the funds available for each of the program components.

The Budget Act of 2017 appropriates no less than \$4 million a year to the Commission for allocation to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified community conservation corps. Commission staff is consulting with the California Conservation Corps to develop specific provisions for the use of these funds. Once these provisions have been developed, they will be incorporated into these guidelines by addendum and adopted by the Commission.

### **IV. Schedule**

The following schedule lists the major milestones for the development and adoption of the 2017 ATP Augmentation:

Guidelines Development Workshop	June 9, 2017
2017 ATP Augmentation Guidelines presented to Commission	June 28, 2017
Commission hearing and adoption of 2017 ATP Augmentation Guidelines	June 28, 2017
Call for Projects	June 30, 2017
Project submittals to Commission (postmark date)	August 1, 2017
Staff recommendation for Statewide and Small Urban & Rural Components posted	August 31, 2017
MPO project programming recommendations to Commission	October 19, 2017

Commission adopts 2017 ATP Augmentation - Statewide and Small Urban & Rural Components	October 18-19, 2017
Commission adopts 2017 ATP Augmentation - MPO Component	December 6-7, 2017

## V. Project Eligibility

Funding for the 2017 ATP Augmentation will only be available to:

- Projects programmed in the adopted 2017 ATP that can be delivered earlier than currently programmed
- Projects that applied for funding in the 2017 ATP but were not selected for funding

**Projects that were awarded funds in 2017 ATP will remain in the component from which they were originally funded. In other words, a 2017 ATP project awarded funding from the Small Urban & Rural Component will remain in that component and a 2017 ATP project awarded funding from the MPO Component will remain in that component. The only exceptions to this policy will apply to projects that received funding for only one of the phases that were originally requested due to insufficient funds in the MPO Component of the program, an applicant may request funding for the other phases in the Statewide Component.**

**Applicants may not request more ATP funding than was requested in the original application, however, applicants may shift requested funding amounts between components as long as there is no net increase in requested funds. Applicants may request less than their original funding request if the full scope of the project will still be delivered. In other words, some project elements may have been funded from other sources. Applicants may add scope to their original project if no increase in ATP funds is requested for the scope increase. Projects must deliver the same or greater benefits than what was proposed in the original application.**

### A. Statewide and Small Urban & Rural Components

- 1) Projects that were awarded funds in the 2017 ATP Statewide and Small Urban & Rural Components may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.
- 2) Projects that applied for funding in the 2017 ATP but were not selected for funding.

Scores can be found at the following link:

[http://www.catc.ca.gov/programs/ATP/2017/Final\\_Scores\\_2017/2017\\_ATP\\_All\\_Score\\_Score\\_Order\\_rev.pdf](http://www.catc.ca.gov/programs/ATP/2017/Final_Scores_2017/2017_ATP_All_Score_Score_Order_rev.pdf)

In the Statewide and Small Urban & Rural Components, the 2017 ATP Augmentation funds will not be used to supplant already committed project funding.

In the event Commission staff determines that there are not enough viable projects submitted in the 2017 ATP to fully utilize the funds available in the Statewide and/or Small Urban & Rural Components of the 2017 ATP Augmentation, the Commission may elect to hold a 2017 ATP Augmentation supplemental call for projects.

## MPO Component

- 1) Projects that were awarded funds in the 2017 ATP MPO Component may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.
- 2) Projects on the MPO 2017 ATP contingency list.

The following policies will apply only for the MPO Component:

- For the 2017 ATP Augmentation MPO Component, the Commission will allow the supplanting of funds at the MPO's discretion. The supplanting of funds only applies to projects that received less ATP funding than requested in the 2017 ATP.
- Projects that applied for funding through construction in the Statewide Component but which received only preconstruction funding through the MPO Component may apply for funding through construction (the unfunded phases) in the Statewide Component.

The funds distributed to the Lake Tahoe MPO in the MPO Component can only be used to fund projects located entirely within California.

In the event an MPO determines that there are not enough viable projects from their 2017 ATP MPO contingency list to fully utilize the funds available in their 2017 ATP Augmentation component, the MPO may hold a 2017 ATP Augmentation supplemental call for projects. An MPO making such a determination must, by August 31, 2017 submit a letter signed by the Chief Executive Officer explaining the basis for the determination. A supplemental MPO call for projects must utilize the MPO's 2017 ATP guidelines. Recommendations for funding, along with copies of all applications received, must be submitted to the Commission by October 19, 2017.

## **VI. Project Selection Process**

All projects applying for funding in the 2017 ATP Augmentation, including projects with no change to the schedule or funding plan, must submit the following supplemental application material.

### **A. Supplemental Application Material**

#### **1) Updated Schedule and Funding Plan**

Each applicant must submit a Project Programming Request Form. A template of this form in Excel may be found at [www.dot.ca.gov/hq/transprog/ocip/2016stip.htm](http://www.dot.ca.gov/hq/transprog/ocip/2016stip.htm). The Project Programming Request Form must list Federal, State, and local funding categories by fiscal year, and must include an updated schedule (project milestones) and updated cost information if necessary. The applicant must also include documentation that the availability of all other funds committed to the project are consistent with the updated schedule, i.e. the project must still be fully funded.

#### **2) Authorization Letter**

Each applicant must submit a letter, signed by the Chief Executive Officer or other officer authorized by the applicant's governing board, confirming that the project can be delivered in the time frame proposed in the updated Project Programming Request and that the project is still fully funded.

In addition to the two required documents above, applicants may submit a one-page application update that explains any significant changes to the project since the original application submittal. This updated information will be used for project scope clarifications only and not

result in a revised score. Project must deliver the same or greater benefits than proposed in the original application.

**B. Criteria and Evaluation**

- 1) Projects will be selected for the 2017 ATP Augmentation based on the project's 2017 ATP score and project deliverability according to the following priority order.
  - a. Projects that can deliver all components in 2017-18 and 2018-19.
  - b. Projects that can deliver one or more but not all of their components in 2017-18 and 2018-19. The capacity to program all components of these projects will depend on fiscal year 2019-20 and 2020-21 programming capacity becoming available as previously programmed projects are advanced.
  - c. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19. Therefore, other projects that applied for funding in the 2017 ATP (those that cannot deliver one or more of their project components in the 2017-18 or 2018-19 programming years) may compete for funding in the 2017 Augmentation.
- 2) As potential applicants review their projects schedules when they consider applying for the 2017 ATP Augmentation they should keep in mind that most of the available funding will be in fiscal years 2017-18 and 2018-19. Therefore, projects that can be delivered using these earlier year funds are more likely to be successful in the 2017 ATP Augmentation.

**C. Submittal of Supplemental Application Material**

Supplemental application material must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Project applications should be addressed or delivered to:

Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

The Commission will consider only projects for which five hard copies and one electronic copy of the aforementioned supplemental material are submitted postmarked by the appropriate deadline. Applicants are encouraged to submit a hard copy of their original application. By the same date, an additional copy must also be sent to the Regional Transportation Planning Agency or County Transportation Commission within which the project is located and to the Metropolitan Planning Organization (a contact list can be found at [www.dot.ca.gov/hq/tpp/offices/orip/](http://www.dot.ca.gov/hq/tpp/offices/orip/)).

**VII. SB 1 Accountability**

Implementing agencies receiving ATP funds through the RMRA must follow the project reporting requirements detailed in Section 24 of the 2017 ATP Guidelines. In addition, implementing agencies must include project information signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017.