

Tulare County Association of Governments
MPO Component Project Selection Guidelines for
Cycle 6 of the Active Transportation Program

Approved 5/16/2022

This document serves as TCAG's Cycle 6 ATP MPO Component Project Selection Guidelines. The guidelines substantially follow those of the California Transportation Commission but include a number of differences based on the region's existing policies and priorities.

TCAG will not issue a call for projects for the MPO Component. Only those projects submitted to Caltrans for consideration in the Statewide Component will be considered for funding under the MPO Component.

General Criteria

Project Phasing and Segmentation

Due to the smaller amount of funding available under the MPO Component, agencies will be allowed to phase or segment their projects. The agency must show that the project phase or segment is a useable segment and still qualifies for ATP funding. In addition, the agency must include a detailed description of all the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

1. Cover letter describing, in detail, the project revisions and an explanation of how the revised project is a useable segment and how the project still qualifies for ATP funding.
2. Revised engineer's cost estimate
3. Revised Project Programming Request form
4. Description of Cost/Benefit changes as a result of the project revisions.

Project Scoring

TCAG will not use the scores received by each project under the Statewide Component for its MPO Component. Each project will be reviewed by the local project evaluation committee and given a new score.

Contingency List

TCAG will prepare a list of contingency projects, ranked in priority order based on the project's evaluation score. Funding would be made available to projects on the contingency list should there be any project failures or savings from projects selected for funding under the Cycle 6 MPO Component. This will ensure full use all MPO Component ATP funds, and that no ATP funds are lost from the region. The contingency list is valid until the adoption of the next ATP Statewide Component project funding recommendations.

Preliminary Phase Funding

In order promote efficient and timely project delivery, agencies are encouraged to use local funds and/or regional measure funds for the environmental, design and right-of-way phases. Agencies are encouraged to use ATP funds for construction only and for right-of-way costs in

excess of the \$100,000. Additional points will be awarded to projects employing this recommendation.

Scoring Criteria

Benefit to Disadvantaged Communities

The 2023 ATP Guidelines state that MPOs may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission. TCAG will use the same criteria from the 2023 ATP Guidelines with the following exception:

Five (5) additional points will be awarded for projects benefiting severely disadvantaged communities as follows:

For projects using:	
Median Household Income (MHI) Criteria	<60% of MHI
CalEnviroScreen Criteria	<5% most disadvantaged
Free or Reduced Lunches Criteria	>95% of students receive free or reduced lunches
Healthy Places Index Score	Healthy places index score <5 Percentile

Need

In order to encourage agencies to submit infrastructure projects for funding through the Active Transportation Program, an additional 5 bonus points will be awarded under this criteria to projects that consist of Safe Routes to School infrastructure or Bicycle and/or Pedestrian infrastructure. If the project contains Non-Infrastructure elements, the cost for the non-infrastructure component cannot exceed 25% of the total project cost in order to be awarded the 5 bonus points.

Public Participation and Planning

The scoring criteria for the MPO Component will emphasize those projects which are part of an adopted plan (general plan, specific plan, ATP plan, bike plan, etc.) and the project's relationship to system planning. A map showing how the project fits within the adopted plan shall be submitted to TCAG at the time project's initial application submittal to the Statewide Component. While not required for the Statewide Component submittal, agencies are encouraged to include the map as part of submittal as it could result in a higher number of points being awarded under the Public Participation and Planning scoring criteria. *(Note: should the project submitted for ATP funding be a part of the adopted Tulare County Regional Active Transportation Plan (RATP), maps which would satisfy this criteria are available in the RATP document).*

Leveraging

In order to encourage the use of local and regional measure funds for the preliminary phases of ATP projects, 5 additional points will be awarded for projects using local or regional measure funds for the environmental, design, and right-of-way phases.

Past performance on ATP and CMAQ project delivery

For the MPO Component, in addition to performance on past ATP project, the agency's past performance on delivering CMAQ projects will also be used in determining a score. Agencies having the strongest delivery record for past ATP and CMAQ projects will earn the highest possible points. The points available for this criterion range from 0 to 5 points.

Bonus Points

Projects which meet the criteria identified below will be awarded additional points as follows:

Criteria	Additional Points
Projects which are a part of the Measure R expenditure plan	5
Projects which are part of an agency-adopted Complete Streets Plan or Policy, Local ATP Plan, or Regional ATP Plan.	3
*TCAG staff will perform the eligibility analysis for awarding the additional points.	