

2019 Active Transportation Program

Orange County Workshops



Goals

- 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.
- Enhance public health.
- 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.

Background

- California (CA) Senate Bill (SB) 99 Active Transportation Program (ATP)
- SB1 Road Maintenance and Rehabilitation Act (RMRA)

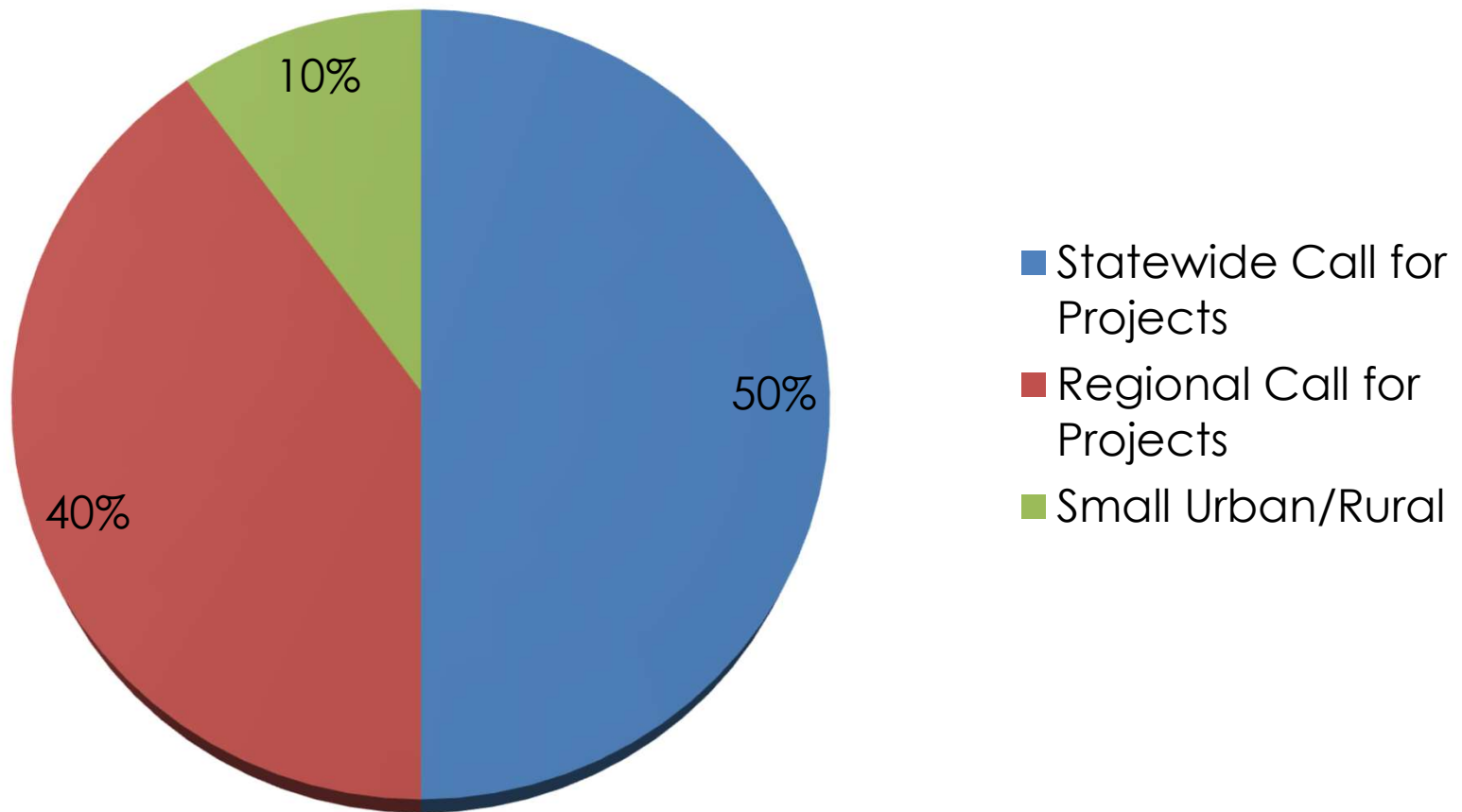


Funding

- Estimated at \$445.6 million in available funds
- Fiscal year 2019-2020 through 2022-2023



Funding



Funding



ATP Summary	Amount
Statewide Call	\$218.8 million
Small Urban & Rural	\$43.8 million
Large MPO	\$175.0 million
SCAG / Orange County	SCAG: \$92.6 million Orange County: \$15.7 million
Conservation Corps	\$8.0 million
Total	\$445.6 million

Funding



Fiscal Year	Type	Amount
2019-2020	State (SB1)	\$100 million
2020-2021	State (SB1)	\$100 million
2021-2022	State and Federal	\$122.8 million
2022-2023	State and Federal	\$122.8 million

Eligibility

Eligible Projects	Bicycle and Pedestrian Infrastructure Non-Infrastructure/Education Disadvantaged Communities Planning Transformative Projects
Eligible Agencies	<ul style="list-style-type: none">• Cities/Counties• MPO*• RTPA• Caltrans*• Transit Agencies• Public Land Agencies• Public Schools and Districts• Tribal Governments• Private Non-profits Tax-Exempt (Recreational Trails only)

*Not eligible for Federal Transportation Alternatives Program funding.

Requirements

- \$250,000 minimum request
- 25% of funds must be used in disadvantaged communities
- NEPA / CEQA



Criteria

- Disadvantaged Communities
- Need
- Safety
- Public Participation and Planning
- Implementation and Plan Development
- Context Sensitive and Innovation
- Transformative Projects
- Evaluation and Sustainability
- Cost Effective
- Leveraging
- Conservation Corps
- Past Performance

Major Changes

- 5 Application Types
- Transformative Projects
- Baseline agreements
 - Total Project Cost of \$25 million or greater
 - Total Programmed amount of \$10 million+



Schedule

OCTA Workshop #1	May 14, 2018
OCTA Workshop #2	May 21, 2018
Call for Projects	May 16, 2018
Applications Due	July 31, 2018
Staff Recommendations for Statewide Component	December 31, 2018
Adoption of Statewide Component	January 2019
Adoption of Regional (MPO) Component	June 2019

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ACTIVE TRANSPORTATION PROGRAM OVERVIEW

OCTA
May 14, 2018

ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program (ATP) funds non-motorized projects, or projects that benefit:



Biking, Rolling & Walking

PROGRAM GOALS

- Increase the proportion of trips accomplished by walking and biking
- Increase the safety and mobility of non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals
- 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 (SRTS) Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program (a minimum of 25%)
- Provide a broad spectrum of projects to benefit many types of active transportation users



ELIGIBLE APPLICANTS

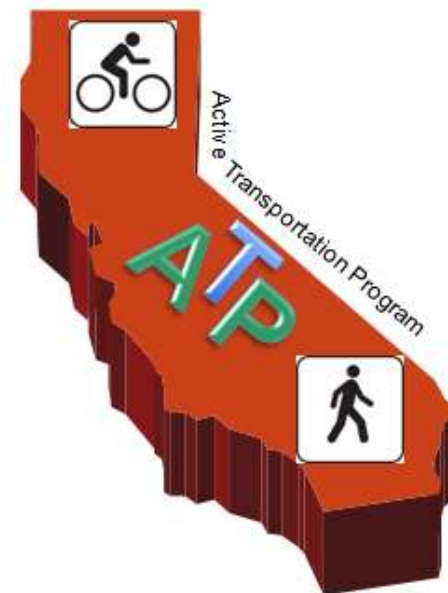
- Local, Regional or State Agencies*
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public schools or school districts
- Tribal Government**- Federally recognized Native American Tribes
- Private nonprofit tax-exempt organizations- for Recreational Trails funds**
- Any other entity- with responsibility for oversight of transportation or Recreational Trails that the California Transportation Commission (CTC) determines to be eligible

*Caltrans & MPOs (except MPOs that are also RTPAs) are not eligible project applicants for the federal TAP funds.

** All agencies must be able to enter into a Master Agreement (MA) with Local Assistance

NEW TO CYCLE 4

- **Infrastructure projects** (based on total project cost)
 - Small (less than \$1.5 mil)
 - Medium (between \$1.5 mil and \$7 mil)
 - Large (greater than \$7 mil)
- **Non-infrastructure projects**
 - Education, encouragement, and enforcement activities
- **Plans**
 - Bicycle, pedestrian, SRTS, or active transportation plan



DISADVANTAGED COMMUNITIES

- 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
 - Statewide Median Household Income
 - CalEnviroScreen
 - National School Lunch Program
- Projects located in partially disadvantaged communities will receive partial points

CYCLE 4 SCORING RUBRICS

Topic	Plan	Non-Infrastructure	Infrastructure		
			Small	Medium	Large
Disadvantaged Communities (DAC)	30	10	10	10	10
Need	20	45	40	35	30
Safety		10	25	25	20
Public Participation* **	25	15	10	10	10
Scope/Implementation	25	10	15	10	10
Context Sensitive & Innovation				5	5
Transformative Projects					5
Evaluation and Sustainability		10			
Cost Effective					5
Leveraging			0	5	5
Corps (0 or -5)		0	0	0	0
Past Performance (0 to -10)		0	0	0	0
Total	100	100	100	100	100

* Small and Medium Infrastructure have one response box

** Large Infrastructure has five response boxes

UNDERSTANDING SCORING CRITERIA

- **Benefit to Disadvantaged Communities (DAC)**
 - Scaled in relation to severity of the benefit provided to the DAC affected by the project
- **Need**
 - Potential for increased walking & biking. Especially students, schools/transit access and other key land use destinations
- **Safety**
 - Potential for reducing the number and/or rate or risk of pedestrian and bicyclist fatalities & injuries.

UNDERSTANDING SCORING CRITERIA

- **Public Participation and Planning**
 - Identification of the community-based public participation process that culminated in the project proposal
- **Scope/Implementation**
 - Ensuring consistency between the application, scope and plans
- **Implementation and Plan Development**
 - Show evidence the planning study will lead to future project implementation

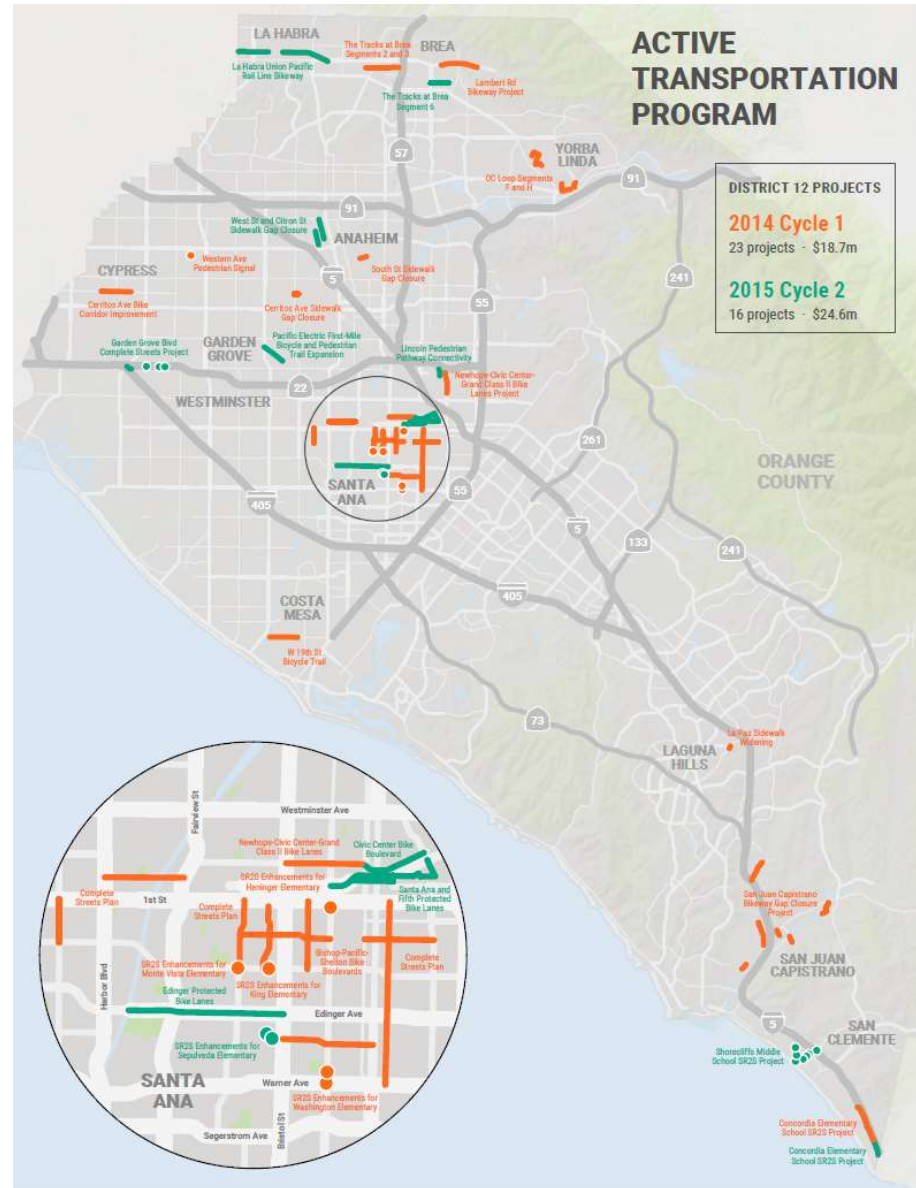
UNDERSTANDING SCORING CRITERIA

- **Context Sensitive**
 - Innovation and context sensitive solutions incorporated into application
- **Transformative Projects**
 - Large Infrastructure Only: Illustrate transformative nature of project
- **Evaluation and Sustainability**
 - Describe how the effectiveness of the program will be measured and sustained after completion

UNDERSTANDING SCORING CRITERIA

- **Cost-Effectiveness**
 - Review relative costs in comparison to the project's benefits
- **Leveraging**
 - Points scaled by percentage contribution match
- **Corps**
 - Points deducted if applicant does not seek corps participation or declines corps involvement.
- **Past Performance**
 - Points deducted if non-use of Corps as committed to in a past ATP award or project failure (cancellation) on past ATP project.

SUCCESS STORIES



ATP PROJECTS MUST GO THROUGH THE CTC* FUNDING ALLOCATION PROCESS

Paperwork needs to be submitted to the district about 2 months before the CTC meeting



There can be 5 allocations for an ATP project

- PA&ED, PS&E, ROW, CON and Non-Infrastructure

*CTC=California Transportation Commission

TIPS & TRICKS

- Complete the application in its entirety
- Tell your story, but be direct
 - How does your project fit into a bigger narrative?
- Reference your data and be specific with your data
- It's okay to repeat your answers – questions are scored on an individual basis
- Assume the reviewer has no background information about your project and its location
- Partner with other agencies
- Engage the community – i.e., non-profits, 501(c)(3)s, etc.
- Synergy between planners and engineers
- Contact District Staff

CHALLENGES

- Incomplete application
- Unclear ideas
- Lack of public involvement
- Lack of multijurisdictional coordination
- Lack of alignment with Caltrans' mission & vision and Strategic Management Plan
- Implementation of project
 - Schedule issues and lack of resources

IMPORTANT DATES

- **May 16, 2018:** Call for projects
- **July 31, 2018:** Project applications to Caltrans
- **December 3, 2018:** Staff recommendation for statewide portion of program posted
- **January 2019:**
 - Commission (CTC) adopts statewide portion of program
 - Projects not programmed distributed to SCAG

ACTIVE TRANSPORTATION RESOURCE CENTER

- Provides resources utilizing a combination of subject experts from Caltrans, California Department of Public Health (CDPH) and California State University, Sacramento (CSUS)
- Will provide resources and training to stakeholders for infrastructure and non-infrastructure ATP projects
- Funded by the Active Transportation Program and administered by Caltrans
- Contract with UC Berkeley's Safe Transportation Research and Education Center (SafeTREC)
 - Create an ATP tool to map and summarize CA bike and pedestrian collisions

ACTIVE TRANSPORTATION RESOURCE CENTER - EXPERTISE

- Caltrans is contracted with CDPH and CSUS to provide technical assistance to ATP awardees and interested parties
 - CDPH expertise is Non-Infrastructure ATP project guidance
 - CSUS expertise is providing expertise for Infrastructure ATP projects

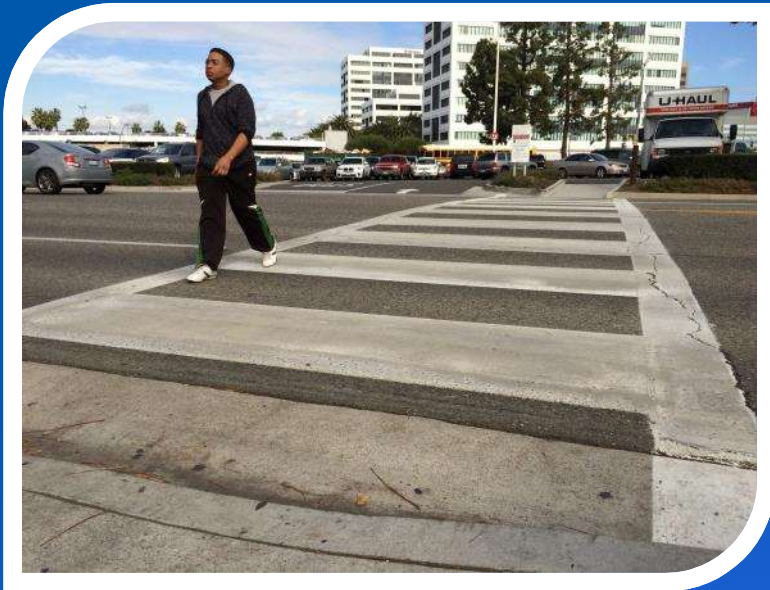


RESOURCES

- Caltrans ATP website:
 - <http://www.dot.ca.gov/hq/LocalPrograms/atp/>
- CTC website – ATP webpage:
 - <http://www.catc.ca.gov/programs/atp/>
- Active Transportation Resource Center (ATRC):
 - <http://caatpresources.org/>

CALTRANS ATP STAFF

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Infrastructure Projects

- Addresses barriers and gap closures
- Broad positive impacts
- Innovative elements
- Prioritized in a planning document
- High quality outreach

Sample Infrastructure Projects



Tracks at Brea

City of Brea

- Funded in 2014 and 2015 ATP
- Many additional grants secured
- Reuses old railroad right-of-way
- Benefits beyond “just bikes”
- Consistent with Planning Documents

Sample Infrastructure Projects



Garden Grove Boulevard Complete Streets Project (Future)

City of Westminster

- Funded in 2015 ATP
- Rescoped project and expanded reach
- City Council support
- OCTA Coordination
- Closes gaps to existing and future bikeways

Sample Infrastructure Projects



Top photo: Inadequate space on sidewalk to accommodate bus stop and pedestrians walking by

Improvement: Sidewalk widening

Bottom photo: Typical pedestrian mid-block crossing along First Street

Improvement: Signal controlled pedestrian crossing



First Street Pedestrian Improvements (Future)

City of Santa Ana

- Funded in 2017 and 2017 Augment
- Part of Complete Streets Plan
- Recommended in Safety Study
- Disadvantaged Community

Sample Infrastructure Projects



Hazard Avenue Bikeway Project (Future)

County of Orange

- Funded in 2017 ATP
- Connects to other ATP projects
- In District 1&2 Bikeway Strategy
- Collaboration with 3 cities

Non-Infrastructure Projects

Education Campaigns

- Safety Marketing & Education
- Citywide, or multi-jurisdictional
- Training classes for bicycle & pedestrian safety



Non-Infrastructure Projects

Encouragement Events

- Walk to School Day Events
- Bike Trains
- Safe Routes to School Training
- Tactical Urbanism/Demonstration Events



Eligible Planning Projects

Plans

- Active Transportation Plan (See list of requirements)
- Community wide plan covering
 - Safe Routes to School Plan
 - Bicycle Plan or
 - Pedestrian Plan

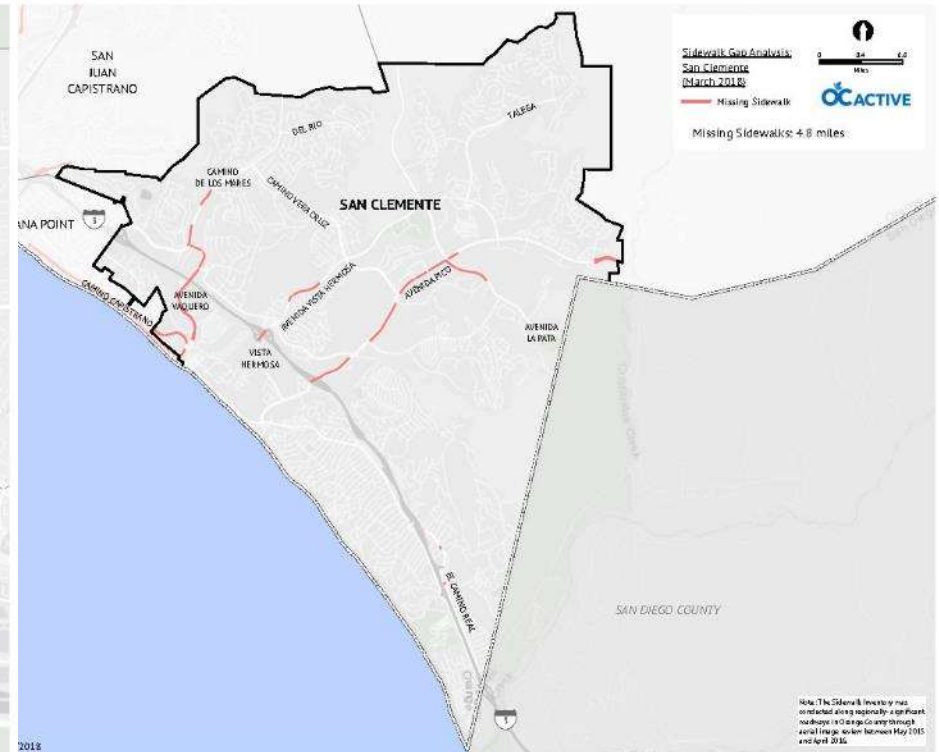
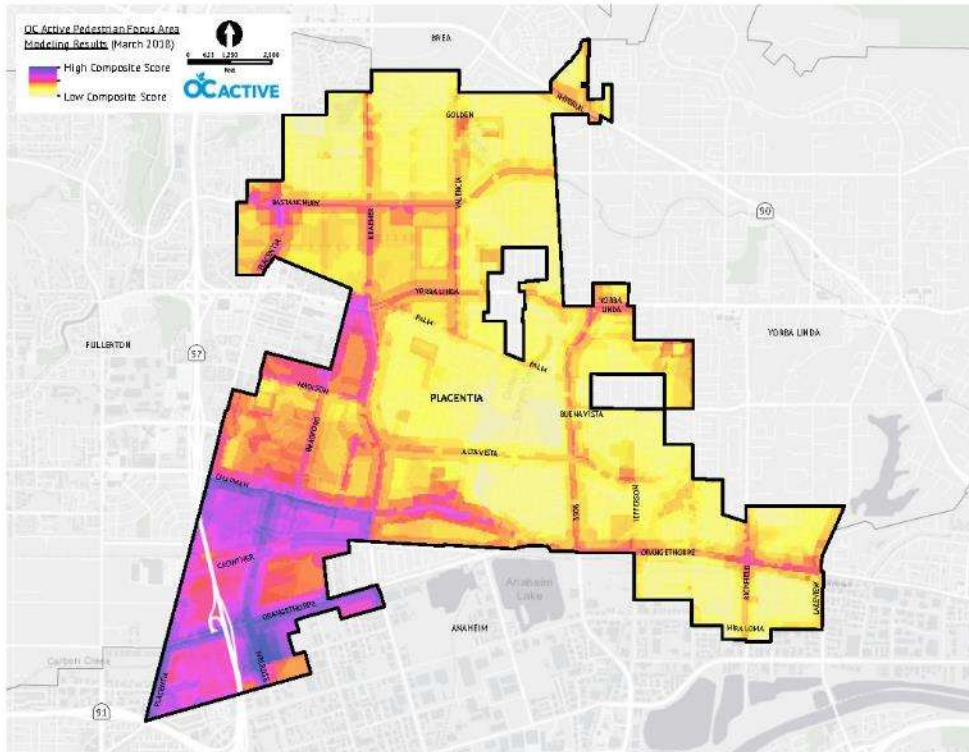


Planning Projects

OC Active

OCTA

- Funded in 2015 ATP
- Builds on GIS Sidewalk Inventory
- Master Document for Bicycling & Walking



Resources

Active Transportation Resource Center

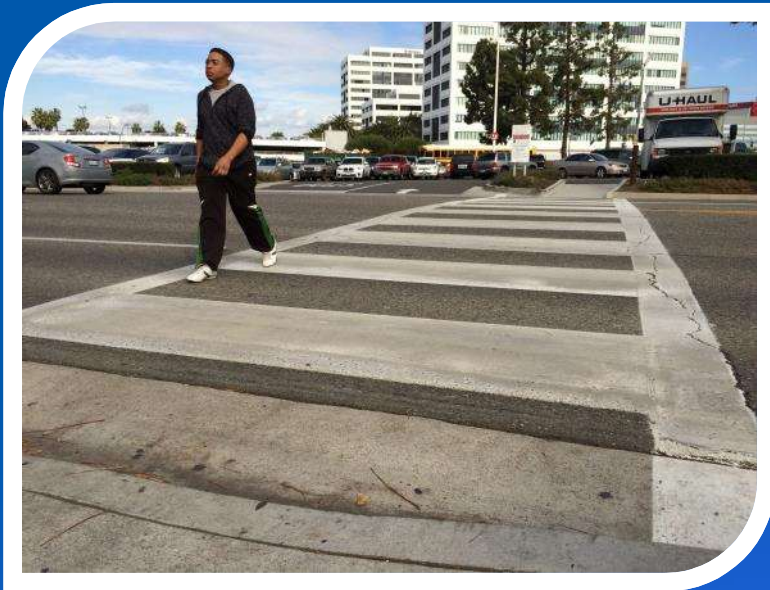
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Disadvantaged Communities

- SB 99 specifies that at least 25% of funds must benefit disadvantaged communities (DACs)
- Applicant must clearly articulate how the project benefits the DAC



Disadvantaged Communities

For a project to qualify it must:

- Located within or be within reasonable proximity of a DAC
- Direct connection to a DAC
- Extension or a segment of a larger project that connects to or is directly adjacent to the DAC

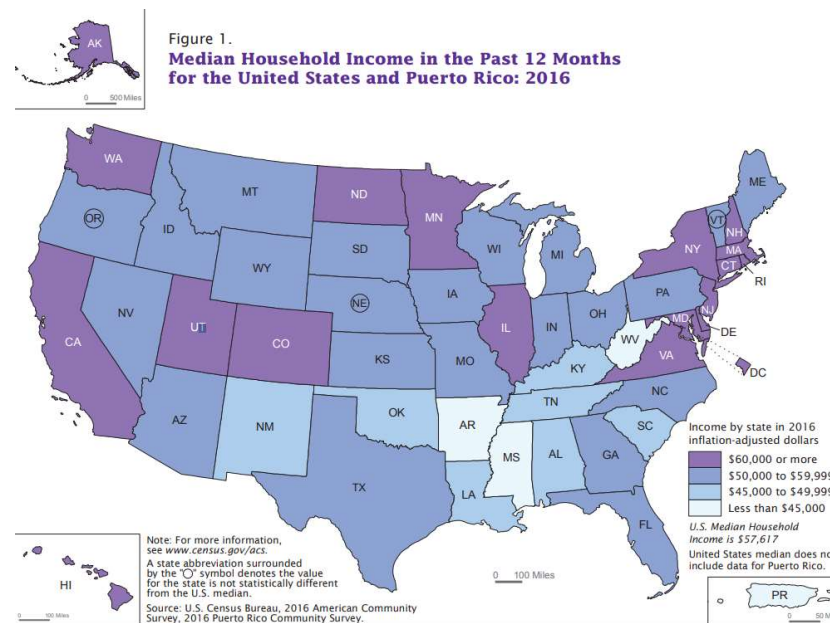
Disadvantaged Communities

- Median Household Income less than \$51,026
- CalEnviroScreen 3.0
- National School Lunch Program to at least 75% of students eligible
- Regional Definitions adopted by SCAG

Median Household Income

Median Household Income

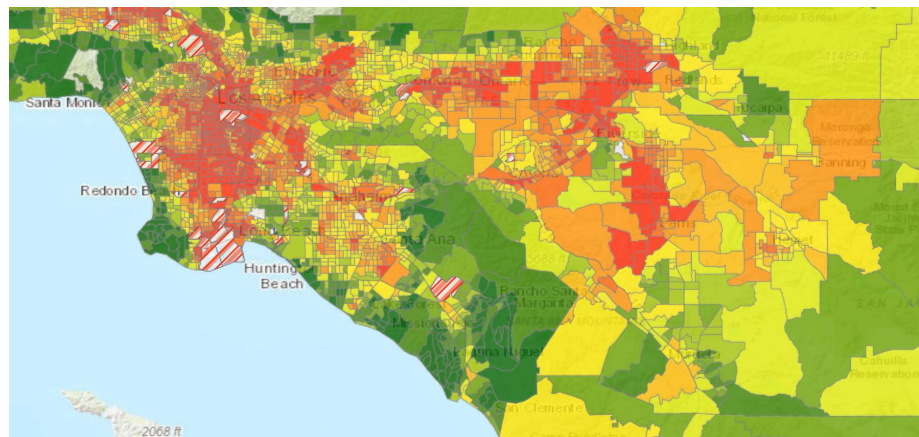
- Less than 80% of the statewide median income
- Less than \$51,026



CalEnviroScreen 3.0

CalEnviroScreen 3.0

- An area identified as among the most disadvantaged 25% in the state according to the CalEPA
- Includes socioeconomic, environmental, and pollution burdens.



National School Lunch Program

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.
- Project must be located within two miles of the school(s)

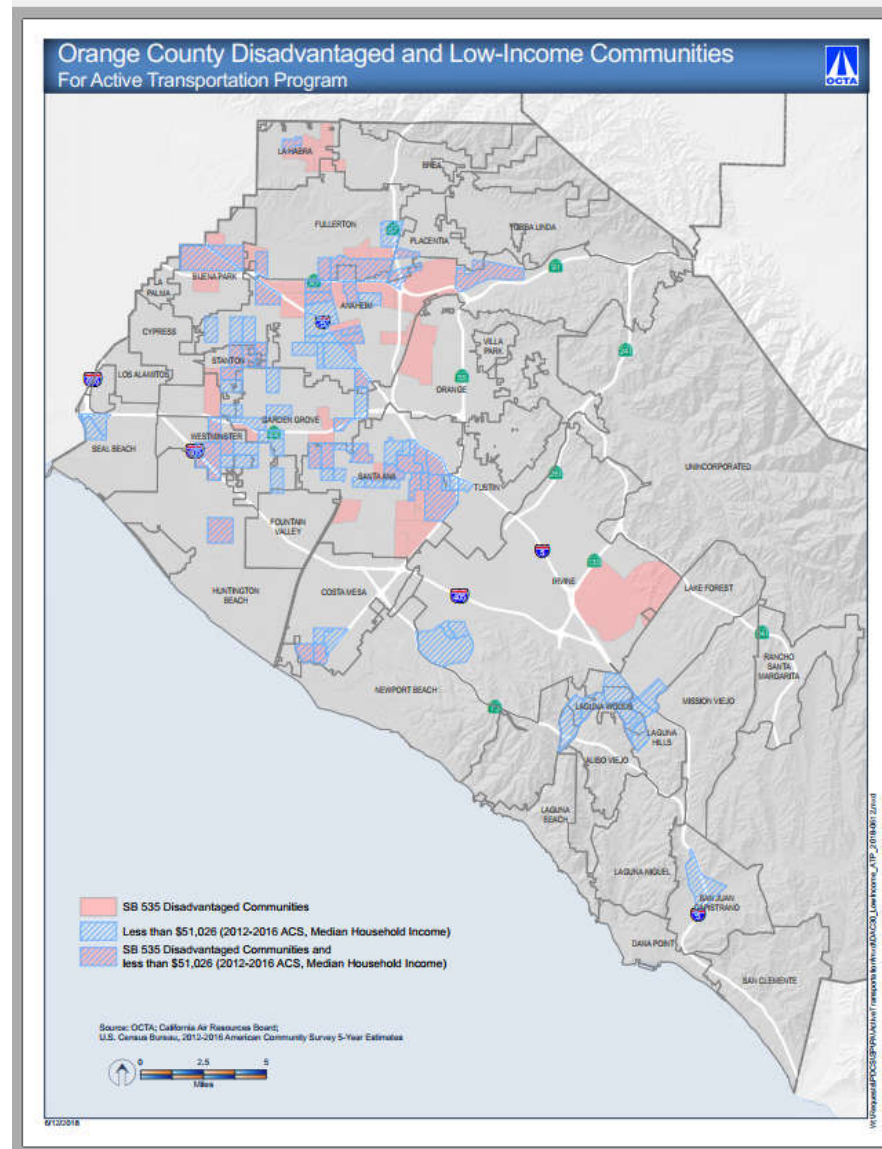
Regional Definitions

Regional Definitions

- For statewide portion only
- Must be adopted as part the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) by SCAG
- Justification for a regional definition must be submitted to the CTC no later than June 1, 2018
- CTC staff will make the final determination of the eligibility of regional definitions by June 29, 2018

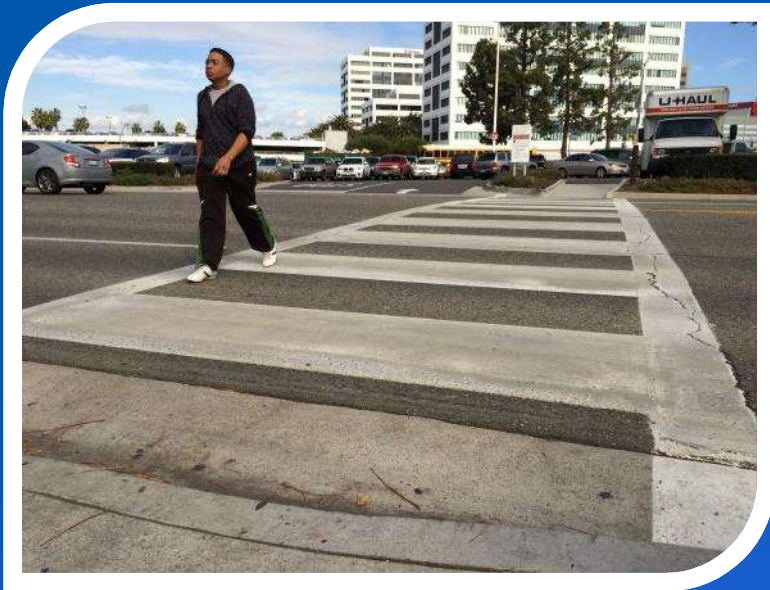


Disadvantaged Communities



Do's and Don'ts

- **DO:** try running the numbers for all
- **DO:** Elevate public outreach that is specific to DAC, demonstrating support for project
- **DO:** Be careful with definitions and DAC tracts included on maps
- **DO:** Elevate examples that DAC populations will benefit from project/how it removes AT barriers /connects to key destinations
- **DO:** Use HPI tools to find data on health/socioeconomic factors
- **DO:** Discuss upcoming opportunities. ***Future outreach is also key.***



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Public Engagement

- Successful projects engaged the community through workshops
- All projects should have supporting and back-up documentation for public participation such as agendas, sign-in sheets, photos, and postings



Public Engagement

- Public Participation for new projects
 - Develop focused workshops and meetings for public engagement
 - Plan engagement events at or near project
 - See Handout for local/regional plan documents; identify consistency and include public participation excerpts from those plans

Public Engagement

- Public Participation for older projects
 - Consider holding new workshops and meetings now while application is still pending
 - Reference local/regional plan consistency and include public participation excerpts from those plans



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Public Engagement

- Potential Ideas for Engagement Now
 - City Council, Commissions Presentations
 - Attend Community Events/Festivals
 - Host Standalone Intercept at Site Where People Assemble/Visit
 - Coordinate with Local Advocacy Partners



Public Engagement

- Potential Ideas for Engagement Now
 - Solicit Comments Online Through Survey/Website
 - Develop Printed Collateral for Posting & Distribution
 - Large Display at Civic Buildings
 - Doorhangers at residential properties
 - Distribute flyer at businesses
 - Mail to nearby commercial/residential addresses

Public Participation



Make every effort to show robust outreach

Most reviewers believe more outreach
minimizes future community opposition

Partnerships & Letters of Support

- Partnerships
 - Consider if partnership with community stakeholders can strengthen project
- Letters of Support
 - Refer to Handout for Sampling of Groups that Might Provide a Letter of Support