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

Statewide Call for Projects
Regional Call for Projects
Small Urban/Rural
### Funding

#### ATP Summary

<table>
<thead>
<tr>
<th>ATP Summary</th>
<th>Amount</th>
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<tr>
<td>Statewide Call</td>
<td>$218.8 million</td>
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<tr>
<td>Small Urban &amp; Rural</td>
<td>$43.8 million</td>
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<tr>
<td>Large MPO</td>
<td>$175.0 million</td>
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<tr>
<td>SCAG / Orange County</td>
<td>SCAG: $92.6 million</td>
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<tr>
<td></td>
<td>Orange County: $15.7 million</td>
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<tr>
<td>Conservation Corps</td>
<td>$8.0 million</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$445.6 million</strong></td>
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<tr>
<td>Fiscal Year</td>
<td>Type</td>
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<tr>
<td>2019-2020</td>
<td>State (SB1)</td>
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<tr>
<td>2020-2021</td>
<td>State (SB1)</td>
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<tr>
<td>2021-2022</td>
<td>State and Federal</td>
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<td>2022-2023</td>
<td>State and Federal</td>
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## Eligibility

<table>
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<tr>
<th>Eligible Projects</th>
<th>Bicycle and Pedestrian Infrastructure Non-Infrastructure/Education Non-Infrastructure/Education Disadvantaged Communities Planning Planning Transformative Projects Transformative Projects</th>
</tr>
</thead>
</table>
| Eligible Agencies                                      | * 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

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>OCTA Workshop #1</td>
<td>May 14, 2018</td>
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<tr>
<td>OCTA Workshop #2</td>
<td>May 21, 2018</td>
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<tr>
<td>Call for Projects</td>
<td>May 16, 2018</td>
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<tr>
<td>Applications Due</td>
<td>July 31, 2018</td>
</tr>
<tr>
<td>Staff Recommendations for Statewide Component</td>
<td>December 31, 2018</td>
</tr>
<tr>
<td>Adoption of Statewide Component</td>
<td>January 2019</td>
</tr>
<tr>
<td>Adoption of Regional (MPO) Component</td>
<td>June 2019</td>
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</table>
**Contacts**

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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

<table>
<thead>
<tr>
<th>Topic</th>
<th>Plan</th>
<th>Non-Infrastructure</th>
<th>Infrastructure</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Small</td>
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<tr>
<td>Disadvantaged Communities (DAC)</td>
<td>30</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Need</td>
<td>20</td>
<td>45</td>
<td>40</td>
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<tr>
<td>Safety</td>
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<td>10</td>
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<tr>
<td>Public Participation* **</td>
<td>25</td>
<td>15</td>
<td>10</td>
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<tr>
<td>Scope/Implementation</td>
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<td>10</td>
<td>15</td>
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<tr>
<td>Context Sensitive &amp; Innovation</td>
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<tr>
<td>Transformative Projects</td>
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<td></td>
<td></td>
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<tr>
<td>Evaluation and Sustainability</td>
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<td>10</td>
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<tr>
<td>Cost Effective</td>
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<tr>
<td>Leveraging</td>
<td></td>
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<td></td>
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<tr>
<td>Corps (0 or -5)</td>
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<td></td>
<td>0</td>
</tr>
<tr>
<td>Past Performance (0 to -10)</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
<td><strong>100</strong></td>
<td><strong>100</strong></td>
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</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>District 12 System Planning</th>
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<tbody>
<tr>
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</tr>
<tr>
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<td>(657) 328-6314</td>
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<table>
<thead>
<tr>
<th>District 12 Local Assistance</th>
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<tbody>
<tr>
<td><strong>Tifini Tran</strong>, District Local Assistance Engineer</td>
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</tr>
<tr>
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<table>
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<tr>
<th>HQ Office of Active Transportation</th>
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<tbody>
<tr>
<td><strong>Teresa McWilliam</strong>, ATP Manager, Southern California</td>
<td><a href="mailto:teresa.mcwilliam@dot.ca.gov">teresa.mcwilliam@dot.ca.gov</a></td>
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</table>
2019 Active Transportation Program
Orange County Workshops
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
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

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

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
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
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)

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- 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
2019 Active Transportation Program
Orange County Workshops

Caltrans  OCTA  OC Health Care Agency  Safe Routes to School National Partnership
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

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

- 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

- 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
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.*
2019 Active Transportation Program
Orange County Workshops

[Logos for Caltrans, OCTA, OC Health Care Agency, and Safe Routes to School National Partnership]
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
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
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
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