

2025 Active Transportation Program (Cycle 7)



Central Workshop

November 16, 2023

1:00 pm – 4:00 pm



Goals for Today



- Recap November 8 Workshop
- Discuss Policy Clarifications
- Discuss 2025 ATP Quick-Build Program
- Action Items

Program Basics



- Program 4 years of funds
 - Fiscal years 2025-26, 2026-27, 2027-28, and 2028-29
- Anticipate approximately \$555,500 in funding
 - \$100,000 fiscal years 2025-26 and 2026-27
 - \$177,750 fiscal years 2027-28 and 2028-29

Central Workshop Schedule



Milestone	Date
Wednesday, August 16, 2023 (San Diego CTC Meeting)	Kick-Off (South)
Thursday, September 14, 2023 (North State Super Region)	Kick-Off (North)
Thursday, September 28, 2023	Guidelines
Thursday, October 5, 2023	Guidelines
Wednesday, October 18, 2023 (Madera CTC Meeting)	Guidelines
Tuesday, October 31, 2023	Guidelines
<i>Share Draft Guidelines with Equity Advisory Committee</i>	
Wednesday, November 8, 2023	Guidelines
Thursday, November 16, 2023	Quick Build Program
<i>Finalize Draft Guidelines</i>	
Tuesday, December 5, 2023 (Riverside CTC Meeting)	PSR Equivalency Workshop
Wednesday, January 10, 2024	Applications
Tuesday, February 6, 2024	Scoring Rubrics

2025 ATP Virtual Site Visits



- Availabilities each Tuesday and Thursday beginning October 2023 through March 2024
- Register for a site visit using the online form: <https://forms.gle/44KmK4jDN6DbAUP6A>

Final 2025 ATP Schedule



Topic	Dates
Draft ATP Guidelines presented to Commission	January 25-26, 2024
Draft ATP Fund Estimate presented to Commission	January 25-26, 2024
Commission hearing and adoption of ATP Guidelines	March 21-22, 2024
Commission adopts ATP Fund Estimate	March 21-22, 2024
Call for projects	March 21-22, 2024
Scoring rubrics posted on Commission website	March 29, 2024
Large MPOs submit optional guidelines to Commission	May 10, 2024
Project application deadline	June 17, 2024
Commission approves or rejects MPO Guidelines	June 27-28, 2024

Final 2025 ATP Schedule (cont.)



Topic	Dates
Staff recommendation for Statewide, Small Urban & Rural components and Quick-Build projects posted	November 1, 2024
Commission adopts Statewide, Small Urban & Rural components and Quick-Build projects	December 5-6, 2024
Projects not programmed distributed to large MPOs based on location	December 2024
Deadline for MPO draft project programming recommendations to the Commission	February 21, 2025
Deadline for MPO final project programming recommendations to the Commission	April 22, 2025
Recommendations for MPO Component posted	June 2, 2025
Commission adopts MPO selected projects	June 2025



November 8 Workshop Recap

EAC Briefing Recap



- No specific requests to make changes to the Guidelines
- Interested in technical assistance and educational opportunities
- Interested in prioritizing worker safety during construction
- Interested in participating in application evaluations

Displacement – Evaluation Criteria



- **Section 22, Scoring Criteria; Subparagraph A, Disadvantaged Communities**
 - **Benefit to Disadvantaged Communities.** The benefit provided to the disadvantaged community affected by the project. The score will be impacted by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants must also explain how anti-displacement policies and actions are being implemented to discourage gentrification of the community being impacted by the project. If displacement is not an issue, applicants must explain why it is not a concern for the community. **See Appendix E for anti-displacement resources.**

Appendix E – Anti-Displacement Resources



Definitions

Anti-displacement – refers to various strategies, programs, and laws that intend to counteract the displacement pressures felt by individuals. Some examples include, but are not limited to rent assistance, subsidized housing, tenant protections, legal assistance to at-risk renters, rent stabilization, foreclosure prevention programs, and eviction prevention programs.

Displacement – refers to a situation in which households or businesses are involuntarily forced to relocate.

- Direct displacement may occur due to economic (foreclosure, rent increases, eviction, etc.) or physical reasons (environmental catastrophe, demolition of existing housing, etc.).
- Indirect or “exclusionary” displacement prevents people or businesses from moving into a neighborhood (i.e., excluded) because of high rents or other conditions they are unable to control or prevent, such as policies that prohibit overnight parking which may affect unhoused individuals that sleep in their vehicle.

Displacement effects can include homelessness, loss of community, loss of access to jobs and services, and loss of economic opportunity, and disproportionately affects historically marginalized groups.

Appendix E – Anti-Displacement Resources



Resources

- **California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice** – Report detailing impediments to fair housing and recommendations for anti-displacement strategies may be accessed here: <https://www.hcd.ca.gov/policy-research/plans-reports/docs/final2020ai.pdf>
- **Urban Displacement Project** – Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities, and may be accessed here: <https://www.urbandisplacement.org>
- **Framework for Evaluating Anti-Displacement Policies** – Criteria that can be utilized to better understand the ways that policy tools can be used to address the needs of vulnerable groups impacted by displacement, and may be accessed here: <https://sites.utexas.edu/gentrificationproject/files/2019/09/Part-2.-Framework-for-Evaluating-Anti-Displacement-Policies.pdf>
- **Greening Without Gentrification** – Ongoing University of California, Los Angeles study that identifies and classifies parks-related anti-displacement strategies, and may be accessed here: <https://www.ioes.ucla.edu/project/prads/>
- **Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive** – Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community and can be accessed here: <https://escholarship.org/uc/item/3gr006rd>



Policy Clarifications

Uncommitted Funds



- Uncommitted funds only allowed in two situations:
 - The project is at the funding cut-off for an MPO in their MPO component and there are not enough available funds in that MPO's program to fund the full project
 - Large infrastructure projects applying for pre-construction only
- Allowable sources of uncommitted funds:
 - Future ATP Cycles, Local Partnership Program, and Federal discretionary programs
- Proposal to add Solutions for Congested Corridors Program and Trade Corridor Enhancement Program as eligible sources

Uncommitted Funds



- Committed/Uncommitted funds (new language in **bold underline**)
 - Uncommitted funds may only be from a future cycle of the ATP, the Local Partnership Program (formulaic or competitive), **the Solutions for Congested Corridors Program, the Trade Corridors Enhancement Program**, or a federal discretionary grant program. The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained.



Quick-Build Program

2025 ATP Quick-Build Program Overview



- Up to \$7 million available.
- The Commission may select several quick-build projects or none
- Funding available for CON only, but implementers may include the cost of design in construction if using the design-build delivery method
- Projects must be environmentally cleared at the time of programming
- New Guidelines sections on:
 - Quick-Build Materials
 - Community Engagement and Data Collection
 - Project Delivery
- Revised Guidelines on:
 - Reporting
 - Time Extensions
- Working with group to revise supplemental guidance
- Applicants **must** participate in a call with Commission staff prior to application submittal to discuss project eligibility
- Application will be available on Submittable

What are Quick-Build Projects?



Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects require minor construction activities and are typically built with durable, low to moderate cost materials. **The projects generally last from one year to five years, but could last longer if the materials are maintained and the project continues to be supported by the community.** These projects have moderate design flexibility to anticipate adjustments that may occur based on community feedback.

The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

Quick-build projects are distinguished from temporary demonstration projects by the types of materials used and the intended duration of the project. In addition, quick-build projects have a data collection and study period that lasts from the beginning of the project through completion. **A community testing period of at least six months is required.** Unlike traditional capital projects, quick-build projects can be adjusted; they can be changed based on community input and further technical analysis over time. If the quick-build project is successful, it will later be made permanent. If it is not successful, it can be easily deconstructed. Quick-build projects are intended to remain in place until capital upgrades are possible. **For an overview of the differences between demonstration, quick-build and traditional capital projects, refer to the Quick-Build Supplemental Guidance on the Caltrans Active Transportation Program website.**

Project Materials – New Guidelines Section



Project Materials

Quick-build projects should be constructed with durable, low-to-moderate cost materials. These materials are generally semi-permanent, meaning they are adhered to the ground, but are still moderately flexible so they can be adjusted based on community feedback. In general, quick-build materials do not require excavation to install. For a list of example quick-build materials, refer to the [Quick-Build Supplemental Guidance](#), which is available on the [Caltrans Active Transportation Program website](#).

Community Engagement and Data Collection – New Guidelines Section



Ongoing community engagement and data collection are critical components of evaluating the success of a quick-build project. All quick-build projects considered for funding in the ATP are expected to collect data to inform the approach for the project. Applicants should plan to collect data before and after the quick-build is installed, and to adjust the project based on community feedback. Data collection should last through the duration of the project (pre-construction through completion) and the project must include a community testing period of at least six months. During the testing period, the implementer must conduct ongoing community engagement to obtain feedback on the project and inform project changes.

Methods implementers could consider when conducting ongoing community engagement include:

- Brief intercept surveys in the project area
- Project workshops or hearings
- Brief questionnaires for project users
- Social media campaigns that encourage public feedback

Examples of metrics that can be evaluated include:

- Vehicle speeds and volumes
- Adherence to traffic laws
- Average travel time and delay for all road users
- Mode shift
- User perceptions of level of traffic stress and safety
- User perceptions of driver behavior
- Number of collisions and injuries before and after the quick-build project

More information on community engagement can be found in the Quick-Build Supplemental Guidance.

Project Delivery Methods – New Section



Quick-build projects involve an iterative community engagement and project design process and may be better delivered through the design-build method instead of the traditional design-bid-build method. Applicants must indicate that they intend to use the design-build delivery method in their application. If the project is expected to be delivered using the design-build method, the applicant may include the cost of design in the construction phase.

Funding Overview



ATP funding is available for the construction phase only. **As noted above,** if the project is expected to be delivered using the design-build method, the applicant may include the cost of design in the construction phase.

The project must have environmental clearance or categorical exemption at the time of application programming. A project that is in a plan that cleared CEQA qualifies.

Funding will be available for programming in fiscal years 2025-26 and 2026-27.

Reporting Requirements



Quick-build projects must adhere to reporting requirements set forth in the ATP guidelines. ~~Funded quick-build projects will be required to attach a new layout plan with each report that is submitted.~~ Quick-build projects are not required to submit reports in CalSMART; however, quarterly reports are required, and more frequent reports and updates may be required if requested.

Quarterly reports must include:

- A summary of engagement activities conducted and data collected during the reporting period. The agency must include documentation of these activities, such as photographs, questionnaire responses, or sign-in sheets.
- Documentation of any layout changes, including layout plans and photographs.

Implementing agencies will be required to submit a Completion Report that includes ~~photographs of project layouts and a narrative on project outcomes and lessons learned~~ after the project testing and data collection period is complete. The report must include:

- A summary of engagement activities and how public engagement shaped any changes to the project. The agency must include documentation of these activities, such as photographs, questionnaire responses, or sign-in sheets.
- Documentation of any layout changes, including layout plans and photographs.
- A narrative on project outcomes and lessons learned.

If there are recognizable faces in the photos, the agency must include a photo release waiver with the report. Instructions on what to report on, and where and when to submit reports will be provided to successful quick-build project applicants.

All reports must be submitted to Caltrans and Commission staff.

Time Extensions



The Commission will only consider quick-build project time extensions in unforeseen and extraordinary circumstances beyond the control of the implementing agency. The agency must justify the extension request. Implementing agencies may request to extend a delivery deadline as described in Section 31 of these Guidelines. Approved time extensions are limited to three months per delivery deadline, including allocation, award, and completion.

Application Requirements



To be considered for the 2025 ATP Quick-Build Program, applicants must participate in a call with Commission staff prior to application submittal to determine eligibility. Potential applicants must email ATP@catc.ca.gov by May 17, 2024 to schedule this call.

The Quick-Build Program application will be available on the online application portal on the CTC website.

Project Examples



Quick-build projects could include elements such as:

- Protected intersections using painted curb extensions, temporary refuges, and pavement markings.
- Planter, parking, or delineator protected bike lanes.
- Temporary transit platforms.
- Interim shared space and slow streets using barricades.

Next Steps



- **PSR Equivalency Workshop**

December 5, 2023

9:00 a.m. – 12:00 p.m.

Staff Contacts



- **Laurie Waters**
Laurie.Waters@catc.ca.gov
(916) 651-6145
- **Beverley Newman-Burckhard**
Beverley.Newman-Burckhard@catc.ca.gov
(916) 281-7720
- **Elika Changizi**
Elika.Changizi@catc.ca.gov
(916) 769-3974

Thank You



More Information

catc.ca.gov

catc.ca.gov/programs/active-transportation-program

Email: ctc@catc.ca.gov



@California_CTC



facebook.com/CATransportationCommission