

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 9, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.10, Information Item

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Division of Local Assistance

Subject: QUARTERLY REPORT - ACTIVE TRANSPORTATION PROGRAM
FISCAL YEAR 2018-19 - FOURTH QUARTER

SUMMARY:

The California Department of Transportation's (Department) Division of Local Assistance is providing the California Transportation Commission (Commission) a program status report of the Active Transportation Program (ATP), as an informational item, at the Commission's October 9, 2019 meeting.

BACKGROUND:

The Department's Division of Local Assistance is providing information on the ATP, which will include the following:

- Summary of ATP Program through first four cycles
- Program Progress as reported by project sponsors
- Preliminary report on completed ATP projects

In 2013, the ATP, was created with the passage of Senate Bill (SB) 99 and Assembly Bill (AB) 101, with the intent to encourage increased use of active transportation modes of transportation such as increased bike lanes or number of sidewalk available for walking. The ATP was originally funded for approximately \$123 million per year in both State and federal funds. In 2017, with the passage of SB 1, the ATP has received an additional \$100 million per year, nearly doubling the funding available to local agencies from the ATP.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*



**Fourth Quarter
Fiscal Year 2018-19
Active Transportation Program
Quarterly Status Report**

**Report to the
California Transportation
Commission
October 2019**

INTRODUCTION

California cities and counties sponsor and build local transportation infrastructure projects to benefit their communities. Although these projects are developed and managed by local agencies, and are separate from the California highway system, Caltrans' Division of Local Assistance promotes local agency projects by administering allocated state and federal funding for their projects and helping them maintain compliance with the California Transportation Commission (CTC) guidelines.

On September 26, 2013, Governor Edmund G. Brown Jr. signed Senate Bill 99 (SB 99) that created the Active Transportation Program (ATP). The ATP consolidated existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account and State Safe Routes to School (SR2S), into a single program with the focus on making California a national leader in active transportation.

The ATP, as created by SB 99, provided approximately \$120M annually to projects that encourage increased use of active modes of transportation, such as biking and walking. In September 2016, Assembly Bill 1613 appropriated a one-time investment of \$10 million from the Greenhouse Gas Reduction Fund for the ATP. In April of 2017, Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, significantly increased the State's investment in active transportation by adding another \$100M annually to the ATP bringing the total annual funding to approximately \$220M.

The successful establishment and continued growth of the ATP has been a coordinated effort of the CTC, California Department of Transportation (Caltrans), Metropolitan Planning Organizations (MPO)/Regional Transportation Planning Agencies, local agencies, advocacy groups, and other transportation partners. The CTC creates and updates the ATP guidelines and selects and programs the projects to be funded. Caltrans Local Assistance assists the local agency project sponsors with meeting the ATP goals, federal and State requirements, monitors and reports program and project status to the CTC and other transportation partners. To maintain regular and consistent participation by stakeholders, the ATP Technical Advisory Committee (ATP-TAC) was created to advise Caltrans and CTC staff on ATP and project delivery matters to continually improve the ATP through partnership and consensus building. The ATP-TAC membership includes Caltrans and CTC staff, representatives nominated by the County Engineers Association of California, California League of Cities, bicycle and pedestrian advocacy groups, public health and a variety of other transportation partners.

Through the past four cycles of the ATP, the CTC has programmed \$1.7 billion to 840 ATP projects.

This report provides updates based on project delivery information on ATP projects collected through June 30, 2019.

This report has five sections and three attachments:

- **SECTION 1–SUCCESS STORY**
This section highlights two completed ATP projects; a non-infrastructure project and an infrastructure project, that both represent the types of benefits ATP provides for communities in California.
- **SECTION 2–PROJECT PROGRESS REPORTS**
This section summarizes and analyzes ATP project progress reports submitted by local agency project sponsors and presents a Baseline Agreement status update. The ATP Project Watch List is shown in Attachment A.
- **SECTION 3–COMPLETED PROJECTS**
This section summarizes and analyzes ATP project completion reports submitted by local agency project sponsors. Details of the completion reports are provided in Attachment B.
- **SECTION 4–PROGRAM DELIVERY**
This section summarizes and analyzes ATP allocation, time extension, funding distribution and scope change requests, and provides a California Conservation Corp. status update.
- **SECTION 5–ACTIVE TRANSPORTATION RESOURCE CENTER**
This section summarizes the activities of the Active Transportation Resource Center (ATRC).
- Attachment A–ATP Project Watch List
- Attachment B–ATP Completion Report Data
- Attachment C–ATP Total Project List (access via link):
http://www.dot.ca.gov/hq/LocalPrograms/atp/proj_report.html

SECTION 1 - SUCCESS STORY

Butte County Public Works & Public Health Departments - \$250,000 ATP funds *Non-Infrastructure*

Butte County is located in northern California and boasts a population of over 220,000 residents. The county features five incorporated towns including Biggs, Chico, Gridley, Oroville and Paradise.

In an effort to maximize resources and provide a sustainable active transportation safety program to all of its elementary school aged children, Butte County's Public Works Department contracted with the county's Public Health Department to sponsor and administer the Safe Routes to School Workshop for Palermo School District.

The cornerstone to the County's effort to provide sustainable active transportation education and safety awareness throughout its region was the purchase of a customized trailer to store and transport the bikes, helmets and equipment from school to school.



The trailer holds 15 bikes and all the gear to conduct a fun and meaningful bike rodeo

On May 24, 2019, Butte County Public Health Department organized and sponsored a bike rodeo that included in-class bike safety instruction followed by out-door practice and application at the Oakdale Heights Elementary School in Oroville, CA.

There were six 30-minute bike rodeo sessions: two 3rd grade, two 4th grade, and two 5th grade sessions. Students first stopped at the helmet station to get fitted for a helmet if they had not brought their own helmet. Children then went to a bike station where the appropriate size bike was checked-out to them.



Students navigating through the bike rodeo route to practice their bike handling, safe riding and signaling skills.



Volunteers staffed each station along the route to give instruction and assistance if needed.

In addition to County Public Health staff, volunteers included the Chico Velo Cycling Club, the California Highway Patrol, and Oakdale Heights Elementary School parents.

City of Elk Grove’s Lower Laguna Creek Trail - \$1,573,000 ATP funds
Infrastructure

The City of Elk Grove is located 15 miles south of Sacramento in Sacramento County. The City encountered enormous growth over the past 20 years and sprung from an unincorporated town of 11,000 residents in the 1980s to an incorporated city of 175,000 residents today.

Elk Grove is known for its master-plan design and numerous parks throughout its neighborhoods. The City has been purposefully developing a cohesive and functional active transportation network to connect the parks and provide its residents with safe and healthy transportation alternatives. Although the network has been developing quite well with east/west corridors, north/south corridors are not as common.

The Lower Laguna Creek Trail is a Class 1 Bikeway/multi-use facility that winds its way through neighborhoods and open spaces and features a true north/south corridor option. The 10-foot-wide paved trail extends for approximately 1.2 miles and closes a gap between two existing and active trail systems.



Pre-construction



Under construction



Signalized street crossing at Big Horn Blvd.





Residents enjoying an early evening walk.



SECTION 2 - PROJECT PROGRESS REPORTS

All programmed ATP projects require a quarterly progress report from the implementing local agency. Local agencies provide their project status updates through the CalSMART online reporting tool which was rolled out during the 2019 third quarter reporting cycle. The CalSMART tool introduces a consistent and streamline platform from which to report.

Table 1, below, demonstrates that reporting compliance by the local agencies remains strong. Caltrans continues to analyze progress reports to identify ways to gain even greater compliance.

Progress Report Summary:

Table 1 – Project Progress Report Summary (Fiscal Year 2018/19) displays the compliance rate of ATP progress report submittals for the last four reporting periods, based on number of reports expected for each cycle versus the number of reports that were submitted on-time.

Table 1 – Project Progress Report Summary (Fiscal Year 2018/19)

	Cycle 1 (#)	Cycle 2 (#)	Cycle 3 (#)	Cycle 4 (#)	Total (#)	Compliance Rate
Reports expected for 1 st Quarter	171	199	231	N/A	601	-
Reports Received for 1 st Quarter	168	195	226		589	98%
Reports expected for 2 nd Quarter	150	194	231	N/A	575	-
Reports Received for 2 nd Quarter	147	188	229		564	98%
Reports expected for 3 rd Quarter	142	188	231	59	620	-
Reports Received for 3 rd Quarter	134	185	227	59	605	97%
Reports expected for 4 th Quarter	111	173	228	58*	570	-
Reports Received for 4 th Quarter	110	171	227	58	566	99%

*This number was adjusted (from 59 to 58) to reflect that the City of Paradise has been deferred and was removed from quarterly reporting requirements. It is also noted that the MPO component that was adopted by the CTC in May 2019 were not required to report this quarter.

Project Watch List:

The ATP Project Watch List is established to daylight projects that are exposed to high levels of risk related to scope, schedule, funding, benefits or reporting requirements. Currently there is one project on the list, and it is subject to a potential \$1,075,000 lapse of construction phase funding. The proposed Delta Avenue Bicycle Blvd project limits reside on a street that is in poor condition. The local agency is not willing to construct the active transportation features until the roadway is improved. The local agency was granted a 16-month construction allocation time extension at the March 22, 2018, CTC meeting.

The local agency will not have the opportunity to pave the roadway this year. The approved time extension will expire on October 31, 2019 and the funds will potentially lapse at the December 2019 CTC meeting.

The detailed Project Watch List is captured in *Attachment A – ATP Project Watch List*.

Baseline Agreement Status:

Baseline Agreements formally document commitments related to a specific ATP project and are signed by the implementing local agency, Caltrans and CTC. For the ATP program, Baseline Agreements are required when more than \$10 million of ATP funding is programmed for a single project, or the total project cost is greater than \$25 million. Baseline Agreements are due six months after the date CEQA is completed.

Table 2 – Baseline Agreement Status displays the proposed CEQA completion date, actual CEQA completion date, proposed Baseline Agreement completion date and actual Baseline Agreement completion date for the entire program as of June 30, 2019.

Table 2 – Baseline Agreement Status

District	Cycle	Project Title	Proposed CEQA	Completed CEQA	Proposed Baseline	Completed Baseline
5	3	Las Positas & Modoc Roads Class I	-	3/6/2017	-	10/17/2018
8	3	CV Link Multi-Modal Trans. Corridor	-	5/15/2017	-	10/17/2018
1	4	Humboldt Bay Trail South	-	8/29/2018	-	6/26/2019
4	3	14 th Street – Safe Routes in City	-	3/8/2019	10/9/2019	
7	4	Doran Street Grade Separation	-	3/14/2019	10/9/2019	
4	3	I-80 Gilman Interchange	-	6/28/2019	1/26/2020	
7	4	LA River Greenway Gap Closure	8/1/2019		3/25/2020	
3	4	SR 49 Sidewalk Gap Closure	8/11/2019		3/25/2020	
3	4	20 th St Overcrossing SR99 – Phase 5	11/14/2019		6/24/2020	
5	4	Fort Ord Regional Trail & Greenway	2/19/2020		10/14/2020	
5	4	San Jose Multipurpose Path	4/23/2020		10/14/2020	
4	4	Windsor to Petaluma Gap Closure	9/25/2020		TBD	
7	4	Orange Ave Backbone Complete Streets	11/24/2020		TBD	
7	4	Liechty School Safety Improvement	5/23/2021		TBD	
4	4	Willow-Keys Complete Streets	8/19/2021		TBD	
7	4	Broadway-Manchester AT Equity	6/18/2022		TBD	

As of June 30, 2019, three projects have executed Baseline Agreements and 100% were delivered within the prescribed six months from the date of CEQA completion.

SECTION 3 - COMPLETED PROJECTS

Within six months of construction contract acceptance or the project becoming operable (open to the public), whichever comes sooner, or within six months of completion of activities for non-infrastructure (NI) projects, the implementing agency is required to provide a project completion report to Caltrans. The report compares the final scope of the completed project, its final cost, schedule, and benefits against the proposed scope, cost, schedule and benefits cited in the application.

This quarter Caltrans received 43 project completion reports. The detailed information and project outcomes are captured in *Attachment B – Project Completion Report Data*.

Table 3 – 4th Quarter Project Completion Report Delivery displays the total number of project completion reports received between April 1, 2019, and June 30, 2019, within each program cycle, and totaled for the 4th Quarter.

Table 3 – 4th Quarter Project Completion Report Delivery

	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Total
Submitted Completion Reports Received	35	7	1	0	43

Table 4 – Program Project Completion Report Delivery Results documents the total number of completion reports received for each cycle as of June 30, 2019, and the total number of completion reports expected for each cycle.

Table 4 – Program Project Completion Report Delivery Results

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Submitted Completion Reports Received	126*	14	1	0
Total number of Completion Reports expected per Cycle	276**	207**	236**	119

* In the 3rd Quarter ATP Report it was reported that 94 completion reports were received for Cycle 1 projects, as of March 31, 2019. It has since been discovered that three completion reports were duplicates and the final tally has been reduced by three.

** During the 4th quarter, thirteen (13) expected completion reports were removed from the list. Caltrans and CTC staff agreed that the ATRC would be exempt from future reporting (reducing the count by three), seven projects were deferred, two projects were cancelled, and one project lapsed.

Table 5 - Project Completion Report Summary of Deliverables categorizes the outputs (through June 30, 2019) of the completion reports and displays them according to program cycles (Cycle 1 – Cycle 4 columns); and the total cumulative outputs for the entire program (Total Program column). The last column (This Quarter) shows all the outputs delivered between April 1, 2019, and June 30, 2019.

Table 5 – Project Completion Report Summary of Deliverables

Capital Improvement (categories)	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Total Program	This Quarter
Class I Bikeway (miles)	11.6	0.26	0	0	11.86	1.3
Class II Bikeway (miles)	29	11.3	0	0	40.3	11.2
Class III Bikeway (miles)	33.4	0	0	0	33.4	5.7
Class IV Bikeway (miles)	1.5	0	0	0	1.5	0.6
New Sidewalks (miles)	38.4	21	1	0	60.4	31.2
Enhanced Sidewalks (miles)	11.4	2.8	0	0	14.2	8.85
Multi-Use Trails (miles)	8.5	0.4	1.6	0	10.5	6.1
Road Diet (miles)	4.6	0.7	0	0	5.3	2.4
Intersection Improvements/ADA (each)	511*	72	0	0	583*	1
Crosswalks/Crosswalk Improvements (each)	865	32	0	0	897	202
Bike/Ped Bridge (each)	14	2	0	0	16	3
Active Transportation Plans (each)	14	4	0	0	18	4
Active Transportation Program Projects (each)	24	2	0	0	26	3

*These figures were misreported in the 3rd Quarter ATP Report and have been updated in this report.

The specific programmatic outcome for the ATP is pre-construction and post-construction user counts. User counts are not presented in this report. In previous ATP Quarterly Program Reports to the CTC, Caltrans reported that the lack of standard count methodologies had resulted in highly inconsistent and unreliable results.

To address this issue, the ATP Technical Advisory Committee (TAC), which is comprised of a wide variety of local and regional agency representatives, key stakeholders and advocates, along with Caltrans and CTC staff, created interim guidance and methodologies for conducting user counts. This guidance will be available to all ATP awardees statewide, on August 19, 2019, and will be mandated for use with all ATP projects seeking Construction Allocation at the October 2019 CTC meeting and thereafter.

Pre-construction user counts are to occur within six months of construction contract award. Therefore, certain ATP projects will begin reporting pre-construction user counts

in early 2020. Once the projects are completed and placed in use, post-construction user counts will occur, ideally and according to the interim guidance, exactly one year later from the date the pre-construction counts were taken. Therefore, it is expected that ATP projects will begin reporting post-construction user counts in early 2021.

In the long term, Caltrans and key local agencies and consultants are initiating an effort to improve and standardize user counts through the ATP funded Active Transportation Resource Center (ATRC). This effort aims to develop a statewide standard count methodology and database from which to analyze trends, forecast usership and inform project and program decisions.

In addition, Caltrans is working through the ATRC to purchase counters for use by local agencies on a loan basis. Once ATP project sponsors begin utilizing the counters in accordance with developed guidance, and inputting information into the statewide database, ATP project counts will be more reliable and meaningful.

SECTION 4 - PROGRAM DELIVERY**Allocations:**

Successful and timely allocation of ATP funds is a key indicator that projects are moving forward toward completion and is an important measure of the success of the Program overall.

Table 6 – Allocation Delivery Summary documents the percentage of funds allocated through June 30, 2019, per cycle.

Table 6 – Allocation Delivery Summary

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Allocation Status	Closed	In Progress	In Progress	In Progress
Program Years	2014/15 – 15/16	2016/17 – 18/19	2017/18 – 20/21	2019/20 – 22/23
Percent Allocated	97%	60%	27%	1%

All Cycle 1 projects are accounted for and 97 percent of Cycle 1 funds were successfully allocated. Allocations are in progress for projects in Cycles 2, 3 and 4.

Time Extensions:

CTC guidelines allow time extensions for ATP projects when local agencies encounter unforeseen or extraordinary circumstances. Although it is difficult to compare one cycle to the other, as they are all at different stages of development, important trends nevertheless can emerge to help forecast potential programmatic challenges so that proactive measures and solutions can be provided.

Table 7 – Time Extension Trends offers a comparison of the number of programmed phases against the number of extended phases in each program cycle, and as a percentage, through June 30, 2019.

Table 7 – Time Extension Trends

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Phases Programmed	505	525	506	274
Phases Extended (#)	164	141	74	0
Extensions (%)	32%	29%	15%	0%

The 3rd Quarter ATP Report analyzed allocated phases against extended phases. Caltrans has found that a more appropriate measure is to analyze programmed phases

against extended phases. This provides a true programmatic view and an opportunity to compare each cycle on an “apples to apples” basis. Caltrans has been finding that a significant number of time extension requests are triggered during the Environmental and Right of Way phases.

Caltrans will work with CTC staff to develop guidance to assist local agencies with schedule development for the Environmental and Right of Way phases during the Cycle 5 solicitation and application process.

It should also be noted that time extensions during the Environmental phase often trigger a cascading effect that results in time extension requests as the project approaches allocation for future phases.

Scope Changes:

CTC guidelines allow scope changes for ATP projects. Scope changes can pose a risk to the delivery of anticipated project benefits and must be carefully analyzed.

Therefore, scope change requests are carefully reviewed by Caltrans before they are brought to the Commission.

Proposed scope changes that impose little or no impact to project benefits or which increase the benefits of the project are deemed to be minor scope changes. Major scope changes are defined as any significant change to a project, which (a) has the potential to negatively impact the project’s benefits; and/or (b) alters the nature of the project such that it no longer represents the commitments described in the original application.

Table 8 – 4th Quarter Scope Change Requests documents the number of scope change requests received between April 1, 2019, and June 30, 2019, as designated by the categories of minor scope change, major scope change, “to be determined” (TBD), or withdrawn. A total of seven scope change requests were received in the fourth quarter and two previously issued scope change requests were withdrawn.

Table 8 – 4th Quarter Scope Change Requests

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Minor Scope Change	0	2	2	0
Major Scope Change	0	1	1	0
Category TBD	0	0	1	0
Withdrawn	0	1	1	0

Table 9 – Program Scope Change Requests documents the number and category of all scope change requests received, and withdrawn, up through June 30, 2019; a total of 84.

Table 9 – Program Scope Change Requests

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Minor Scope Change	25	29	12	0
Major Scope Change	2	4	1	0
Category TBD	0	2	2	0
Withdrawn	1	3	3	0

As of June 30, 2019, Caltrans has received a total of 84 scope change requests from local agencies. Of the 84 requests, 67 have been approved (64 Minor, 3 Major), three have been denied (1 Minor, 2 Major), seven are still working through the process, and seven have been withdrawn by the local agency.

Funding Distribution Requests:

Funding distributions provide local agencies a level of flexibility to manage the fiscal aspects of the project. Local agencies may request to move funding amounts between programmed phases once over the life of the project. For example, a reason for a local agency to request a funding distribution could be that the project recognized a savings during the PA&ED phase but may have an emerging need in the R/W phase.

Table 10 – Funding Distribution Change Requests documents the number of funding distribution change requests received between April 1, 2019, and June 30, 2019 (4th Quarter Requests), and total number of requests to date (as of June 30, 2019).

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
4 th Quarter Requests	0	0	4	0
Total Requests to Date	0	0	4	0

From a programmatic perspective, funding distribution requests have been rare, but as the ATP matures and adopts larger and more complex projects, it is anticipated that funding distribution requests will increase. To date, eighty-seven percent (87%) of the funding distribution changes were made to augment the Construction phase of the project.

California Conservation Corps:

Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs \$4 million of the \$100 million in SB1 funds that are annually disbursed to the ATP, to the California Conservation Corps (CCC) for active transportation projects to be developed and implemented by the CCC and certified Local Community Conservation Corps (CalCC). To date a total of 36 projects totaling \$8 million have been submitted to, and approved by, the CTC. Furthermore, the ATP encourages the local agency project sponsors to identify opportunities within their projects that can be completed by the CCC.

One primary function of the CCC in ATP is that of workforce development. CCC members who carry out the labor on ATP projects are young men and women pursuing careers in various sectors such as transit, trades, forestry or firefighting. The SB1-funded ATP projects that the CCC develop with local sponsors, creates an opportunity for CCC members to gain technical training and hands-on experience with transit-related infrastructure and non-infrastructure projects.

Per the CCC and CalCC guidelines, projects were selected competitively based on the projects ability to further the goals of the ATP including design and timeline, benefit to disadvantaged communities, and ability to leverage other funds. Project elements that were considered included:

- Repair, remove and replace sidewalks
- Sign installation
- Irrigation installation and repair
- Landscaping
- Demolition and deconstruction
- Tree planting
- Trail construction
- Bike locker and bike rack installation
- Fencing
- Outreach and education

As of June 30, 2019, five sub-projects have been completed and are listed below:

1. El Dorado Trail Extension- Delta Center Corps, \$136,720
 - 3 sites totaling 9 miles of trail segments prepped for multi-use trail paving
 - i. Tree removal
 - ii. Clearing & grubbing
 - iii. Drainage improvements
2. Heritage Park Improvements Trail Rehab- Pomona Center Corps, \$81,480
 - 0.39 miles of trail rehab and new construction
 - i. Soil stabilization
 - ii. Installation of fiberboard edging
 - iii. Erosion control measures

3. Trinity Bike Park & Trails- Redding Center Corps, \$102,900
 - Approximately 1000 feet of gravel pathways with 850 feet of pole fencing
 - 2 informational kiosks
 - Trail repair
 - i. Tread repair
 - ii. Water diverters
 - iii. Culvert cleaning
 - iv. Brush & log removal

4. Emerald Necklace Greenway- Los Angeles Center Corps, \$204,540
 - 1 mile of new water-permeable pedestrian trail
 - 17 miles of trail rehab an improvement
 - i. Invasive plant and debris removal
 - ii. Drainage improvements and bio-swale installation
 - iii. Wayfinding sign installation

5. Bumpy Meadows Trail Realignment- Tahoe Center Corps, \$120,200
 - 200 ft of eroded / damaged trail deconstructed
 - 600 ft of new trail constructed in 2 locations

SECTION 5 - ACTIVE TRANSPORTATION RESOURCE CENTER

Caltrans, Division of Local Assistance, manages the ATP-funded Active Transportation Resource Center (ATRC). The ATRC's mission is to provide resources, technical assistance, and training to local agencies across California to increase opportunity for the success of active transportation projects.

Table 11 – ATRC Funding and Status shows the programmed funds, allocated funds, and status by cycle.

Table 11 – ATRC Funding and Status

Cycle	Programmed Funds (million)	Allocated Funds (million)	Status
1	\$1.875	\$1.875	Under contract
2	\$3.57	\$3.57	\$1.27 under contract; \$2.30 in contract development
3	\$5.058	\$2.529	\$2.529 in contract development; \$2.525 to be allocated in 20/21
4	\$4.630	0	Programmed; To be allocated in 21/22 & 22/23

Through funding for the ATRC, Caltrans has partnered with State agencies, academic establishments, and qualified consultants to provide active transportation technical assistance, training, tools and resources for local agencies with an emphasis on providing assistance to Disadvantaged Communities (DACs).

The ATRC partners with the following entities:

- California Department of Public Health (CDPH)
- Sacramento State University, College of Continuing Education (CCE)
- UC Berkeley Safe Transportation Research and Education Center (SafeTREC)
- Local Government Commission (LGC)
- University of California, Davis (UCD)
- Southern California Association of Governments (SCAG)

ATRC Performance Measures:

The 3rd Quarter ATP Report to the CTC showcased the various resources, programs and training that the ATRC has available from which to assist local agencies. This report shall feature the performance and benefits the ATRC provided to the local agencies between July 1, 2016 and June 30, 2019.

Technical Assistance

- 12 Full-day ATP project/application workshops (cycle 2).
 - Workshop participants had over three times the success rate of those who did not attend.
- Five (5) project/application technical assistant focus sessions for DACs (cycle 4).
 - 80% of applicants' projects were selected for programming. Through a follow up survey, the recipients unanimously offered a positive assessment of the consultant providers and unanimously believed that the technical assistance resulted in higher quality, more competitive applications.
- Five (5) Non-Infrastructure (NI) presentations and five (5) workshops.
 - Strengthening collaborative partnerships and increasing awareness and knowledge of NI.
- 24 Non-Infrastructure (NI) presentations (conferences/meetings, etc.).
 - Expanding knowledge, awareness and benefits of ATP and NI projects across multiple sectors.
- 894 NI-Technical assistance questions and challenges addressed; spanning a wide array of complexities.
 - Opportunity for direct subject matter experts' intervention with advice and innovative troubleshooting.

Training

- 25 Webinars/Teleconferences.
 - Viewer attendance ranges from 25-75, plus 20-40 website hits for various recorded topics.
- Five (5) ATP flash training
 - 50-200 views per video.
- 12 Bicycle Transportation: An Introduction to Planning and Design Courses
 - Approximately 30 participants per course, with the majority of 4/5 and 5/5 positive reviews of course curriculum and instructor.
- Six (6) FHWA Designing for Bicycle and Pedestrian Safety
 - Approximately 30 participants per course. Each course tailored to the needs of the local agency host.
- Two (2) National Highway Institute Courses
 - Approximately 30 participants per course.

Resources

- Over 50 resources linked on website.
 - Over 100,000 visitors and over 500,000-page hits.
- 550 ATP-TIMs tool prints successfully used in ATP cycle 4 applications resulting in an easy to view heat map of crashes that have occurred within a project limit.

Visit the ATRC website for more information on all these services:

<http://caatpresources.org/>

ATTACHMENT A - ATP PROJECT WATCH LIST

PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	COUNTY	AGENCY	PROJECT TITLE	TOTAL PROJECT COST (1000s)	PROGRAMMED ATP FUND (1000s)	SCOPE	BUDGET	SCHEDULE	FUNDING LAPSE	RISK DESCRIPTION	IDENTIFIED DURING REPORTING CYCLE	CORRECTIVE ACTION PLAN REQUIRED
5112	2	7	LOS	City of Long Beach	Delta Avenue Bicycle Blvd	1,335	1,075	m	m	m	m	The roadway pavement within the project limits is in poor condition. The City is not willing to construct the AT features unless the roadway repaving can occur simultaneously or prior to the AT project. It is still unclear if the City will be prepared to repave the roadway in time.	YES	NO

ATTACHMENT B - ATP PROJECT COMPLETION REPORT DATA

CYCLE	DIST	GENERAL PROJECT INFORMATION				SCHEDULE AND COST						OUTPUTS																			
		AGENCY	PROJECT TYPE <small>Infrastructure (I) Non-Infrastructure (NI)</small>	PROJECT TITLE	PPNO	COMPLETION DATE			ATP PROJECT COST			BICYCLE FACILITIES (feet)				PEDESTRIAN FACILITIES			OTHER												
						ORIGINAL	ACTUAL	Before/After/ On Schedule	ORIGINAL	ACTUAL	DELTA	CLASS I	CLASS II	CLASS III	CLASS IV	NEW SIDEWALKS (feet)	ENHANCED SIDEWALKS (feet)	CROSSWALKS/ CROSSWALK IMPROVEMENTS (#)	MULTI-USE TRAILS (feet)	ROAD DIET (feet)	INTERSECTION/ ADA IMPROVEMENTS (#)	BIKE/PED BRIDGE (#)	PLANS (#)	NI PROGRAM PROJECTS (#)	AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N (at the time of application)	AGENCY USED CORPS Y/N (actual usage, answered in Completion Report)					
1	6	City of Clovis	Plan	Enterprise Canal Class I Trail/Pedestrian Bridge over SR 168	6754	Jun-18	Jun-18	On Schedule	\$168	\$70	\$98																	1		N/A (Plan)	N/A (Plan)
1	6	City of Coalinga	Plan	City of Coalinga Active Transportation Plan	6755	Dec-16	Feb-17	On Schedule	\$240	\$229	\$11																	1		N/A (Plan)	N/A (Plan)
1	6	City of Farmersville	I/Bike & Ped	Farmersville Comprehensive Active Transportation Initiative	6778	Nov-19	Nov-17	Before	\$261	\$261	\$0			2835			46		1				1950							Y	N
1	6	City of Fowler	I/Ped	Merced Street Pedestrian Facilities from 3rd Street to 5th Street	6756	Jun-18	May-16	Before	\$267	\$267	\$0						625		5											N	N
1	6	City of Fresno	Plan	2010 Bicycle/Pedestrian Master Plan	6758	Dec-16	Sep-17	After	\$221	\$221	\$0																1		N/A (Plan)	N/A (Plan)	
1	6	City of Fresno	I/Bike	Class II Bike Lanes on Butler Avenue from Hazelwood Avenue to Peach Avenue	6757	Oct-18	Feb-18	Before	\$235	\$198	\$37			14350																N	N
1	6	City of Fresno PARCS	NI	Fresno Pedestrian Bike Safety Education Program	6761	Jun-19	Dec-17	Before	\$250	\$156	\$94																1		Y	N	
1	6	City of Kerman	I/Ped	Pedestrian Safety Improvements	6766	Sep-16	Jan-18	After	\$250	\$250	\$0																			N	N
1	6	City of Mendota	I/NI	Mendota Elementary Pedestrian Improvements	6767	Jun-18	Dec-16	Before	\$254	\$212	\$42						375		50											N	N
1	6	City of Porterville	I/Ped	Garden Avenue Pedestrian Access Corridor	6779	Dec-18	May-18	Before	\$242	\$232	\$10																			N	N
1	6	City of Visalia	I/Bike & Ped	Mill Creek Trail Downtown Corridor Project	6782	Oct-16	Mar-18	After	\$141	\$141	\$0	1062					1		1											Y	N
1	6	City of Wasco	I/Ped	Palm Avenue School Pedestrian Improvements	6750	Oct-18	Sep-16	Before	\$458	\$437	\$21																			Y	N
1	6	City of Wasco	I/Bike & Ped	Teresa Burke Elementary Bike and Pedestrian Improvements	6751	Jun-19	Apr-17	Before	\$1,794	\$1,610	\$184		5530	3580		1076							2414							Y	N
1	6	City of Wasco	I/Bike & Ped	Karl Clemens and Thomas Jefferson Schools Bike and Pedestrian Improvements	6774	Dec-15	Jun-16	After	\$306	\$137	\$169		5280																	Y	N
1	6	City of Wasco	I/Bike & Ped	John L. Prueitt Pedestrian and Bike Improvements	6775	Jul-16	Mar-17	After	\$473	\$370	\$103		3000	3000		600														Y	N
1	6	City of Wasco	I/Ped	Highway 43 Pedestrian Safety Lighting	6776	Nov-18	Nov-16	Before	\$593	\$496	\$97																			Y	N
1	6	City of Woodlake	I/Bike & Ped	Safe Routes to School Improvements	6783	Nov-16	Jun-16	Before	\$245	\$224	\$21					1061														Y	N
1	6	Fresno County	I/Ped	Dunlap Elementary Crosswalk Lightening System	6763	Aug-20	Nov-17	Before	\$162	\$162	\$0					490														Y	N
1	6	Fresno County	I/Bike & Ped	Mt. Whitney Paved Pedestrian Bikeway from Grantland to Garfield	6764	Aug-19	Nov-16	Before	\$141	\$141	\$0					2036														Y	N
1	6	Fresno County	I/Ped	Riverdale Pedestrian Improvements	6765	Dec-18	Feb-18	Before	\$704	\$704	\$0																			Y	N
1	6	Kern County	I/Ped	Highland Elementary School Pedestrian Path	6747	Jun-19	Sep-16	Before	\$275	\$275	\$0																			N	N
1	6	Kern County	I/Ped	Horace Mann Pedestrian Path	6748	Aug-19	Oct-16	Before	\$310	\$297	\$13					1739														N	N
1	6	Kern County	I/Ped	Stiern Middle School Pedestrian Path	6771	Jul-19	Jul-16	Before	\$125	\$125	\$0					1220														N	N
1	6	Tulare County	Plan	County of Tulare SRTS Plan	6752	Jun-19	Apr-18	Before	\$110	\$110	\$0																1		N/A (Plan)	N/A (Plan)	
1	6	Tulare County	I/Ped	Tooleville Sidewalk Improvement	6780	Mar-16	Aug-16	After	\$379	\$247	\$132					304														N	N
1	6	Tulare County	I/NI	Terra Bella Sidewalk Improvements	6781	Jun-15	Aug-16	After	\$397	\$263	\$134					1220														N	N
1	7	City of Baldwin Park	I/Bike & Ped	Maine Ave Corridor Complete Streets Improvements	5186	Mar-17	Nov-18	After	\$1,500	\$2,201	-\$701		2700					5280		10				2700						Y	N
1	7	City of Cudahy	I/Ped	Cudahy Citywide - Pedestrian Crosswalk Improvement Project	4891	Jan-17	Apr-18	After	\$1,271	\$1,207	\$64																			N	N
1	7	City of El Monte	NI	Durfee - Thompson Elementary Emerald Necklace Walking School Bus	4918	Dec-18	Dec-18	On Schedule	\$604	\$524	\$80																	1		N	N
1	7	City of Glendale	I/Bike & Ped	Safe Routes to School Improvements	4907	Nov-18	Nov-18	On Schedule	\$1,642	\$1,604	\$38			5280				3000		26										Y	N
1	7	City of Huntington Park	NI	Randolph Street Shared Use Bike/Trails Trails to Rails Study	4936	Jun-16	Mar-16	Before	\$400	\$400	\$0																	1		Y	N
1	7	City of Los Angeles	I/Ped	Expo Line Bundy Station First Last Mile Improvements	4869	Apr-19	Apr-19	On Schedule	\$3,125	\$2,109	\$1,016							24800												Y	Y
1	7	City of Los Angeles	I/Ped	Expo Line Pedestrian Improvements, Crenshaw to City Limit	4874	Dec-18	Feb-19	After	\$2,311	\$2,311	\$0							6193		24										Y	Y
1	7	City of Los Angeles	I/Ped	Yale St Pedestrian Linkage Phase U	4877	Mar-17	Jun-18	After	\$661	\$481	\$180																			N	N
1	7	City of Santa Monica	I/Bike & Ped	4th Street Walking/Biking Upgrades for Expo Station, Downtown and Civic Center	4912	Nov-15	Jun-17	After	\$750	\$736	\$14			1500				610												Y	Y
1	7	City of Santa Paula	NI	Tenth Street (SR 150) Bicycle and Pedestrian Improvement Project	3565J	Mar-18	Mar-18	On Schedule	\$577	\$577	\$0		3500					1100		18										Y	N
1	7	City of Simi Valley	I/Bike & Ped	Arroyo Simi Greenway Bike Trail Phase 3	4865	Oct-19	Aug-17	Before	\$1,197	\$1,197	\$0	6000	1550											6000						Y	N
1	7	City of Ventura	I/Bike & Ped	Ventura Westside Pedestrian and Bicycle Facility Improvements	4862	Mar-20	Aug-18	Before	\$1,268	\$1,268	\$0		1180	950			1100		920		21									N	N

ATTACHMENT B - ATP PROJECT COMPLETION REPORT DATA

CYCLE	DIST	GENERAL PROJECT INFORMATION				SCHEDULE AND COST						OUTPUTS																		
		AGENCY	PROJECT TYPE <small>Infrastructure (I) Non-Infrastructure (NI)</small>	PROJECT TITLE	PPNO	COMPLETION DATE			ATP PROJECT COST			BICYCLE FACILITIES (feet)				PEDESTRIAN FACILITIES			OTHER											
						ORIGINAL	ACTUAL	Before/After/ On Schedule	ORIGINAL	ACTUAL	DELTA	CLASS I	CLASS II	CLASS III	CLASS IV	NEW SIDEWALKS (feet)	ENHANCED SIDEWALKS (feet)	CROSSWALKS/ CROSSWALK IMPROVEMENTS (#)	MULTI-USE TRAILS (feet)	ROAD DIET (feet)	INTERSECTION/ ADA IMPROVEMENTS (#)	BIKE/PED BRIDGE (#)	PLANS (#)	NI PROGRAM PROJECTS (#)	AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N (at the time of application)	AGENCY USED CORPS Y/N (actual usage, answered in Completion Report)				
1	7	City of Vernon	Plan	City of Vernon Bicycle Master Plan	4898	Aug-15	Dec-17	After	\$53	\$53	\$0															1		N/A (Plan)	N/A (Plan)	
1	7	Los Angeles County Metropolitan Transportation Authority	Plan	Metro Blue Line First/Last Mile Plan	5020	Oct-18	Mar-18	Before	\$280	\$280	\$0															1		N/A (Plan)	N/A (Plan)	
1	7	Southern California Association of Governments (SCAG)	NI	SCAG Active Transportation Safety and Encouragement Campaign	4875	May-18	Dec-17	Before	\$2,333	\$2,306	\$27															1		Y	N	
1	8	City of Barstow	Plan	Active Transportation Plan	1148	Dec-16	Apr-18	After	\$300	\$266	\$34															1		N/A (Plan)	N/A (Plan)	
1	8	City of Ontario	NI	SRTS Active Transportation - Bon View, Corona, Euclid and Vineyard Elementary Schools	1156	May-20	Nov-17	Before	\$1,164	\$997	\$167						3043											Y	N	
1	8	City of Perris	I/Ped	Murrieta Road Pedestrian Improvements Project	1161	Oct-16	Apr-17	After	\$1,100	\$1,100	\$0	2500	3850			2200			1300			13	2				Y	N		
1	8	City of Riverside	I/Ped	Wells/Arlanza Sidewalk Improvements	1187	Jan-19	Jan-19	On Schedule	\$1,782	\$1,465	\$317					4600						11						N	N	
1	8	City of San Jacinto	I/NI	Active Transportation Program	1146	Jul-19	Nov-18	Before	\$989	\$863	\$126	1200	3080	500		5996										1		N	N	
1	8	City of Colton	Plan	Citywide ATP Plan	1157	Dec-16	Apr-18	After	\$265	\$265	\$0															1		N/A (Plan)	N/A (Plan)	
1	8	Riverside County	I/Ped	Avenida Rambla Sidewalk Safety Improvement	1151	Jun-16	Oct-16	After	\$356	\$295	\$61					3200											Y	N		
1	8	Riverside County	I/Ped	Pyrite Street Safe Routes to School Sidewalk Project	1160	Dec-15	Jan-18	After	\$665	\$660	\$5		5150			3190			2150									N	N	
1	8	Riverside County	I/Ped	Troth Street Safe Routes to School Sidewalk Project	1159	Dec-15	Feb-18	After	\$627	\$627	\$0					4080	110											N	N	
1	8	Riverside County Department of Public Health, Injury	NI	Safe Routes to School Program, City of Perris	1149	Dec-15	Jun-18	After	\$350	\$348	\$2															1		N	N	
1	8	Riverside County Department of Public Health, Injury	NI	Safe Routes to School Program, City of Indio	1150	Jun-15	Jun-18	After	\$500	\$495	\$5																1		Y	Y
1	8	Riverside University Health System-Public Health	NI	Safe Routes to School Program, City of Jurupa Valley	1154	Jun-15	Jun-18	After	\$500	\$499	\$1																1		Y	Y
1	8	San Bernardino County Transportation Authority	Plan	San Bernardino Association of Governments Safe Routes to School Plan	1145	Jun-15	Feb-18	After	\$400	\$400	\$0															1		N/A (Plan)	N/A (Plan)	
1	8	San Bernardino County Transportation Authority (SBCTA)	Plan	Points of Interest Pedestrian Plan	1147	Sep-15	Feb-18	After	\$400	\$400	\$0															1		N/A (Plan)	N/A (Plan)	
1	8	SBCTA (formerly San Bernardino Association of Governments)	Plan	Rim of the World Active Transportation Plan	1170	Apr-16	Apr-18	After	\$285	\$285	\$0															1		N/A (Plan)	N/A (Plan)	
1	8	Town of Apple Valley	I/NI	Mojave Riverwalk South	1171	Jun-16	Mar-17	After	\$923	\$923	\$0	15312																N	N	
1	8	Town of Apple Valley	I/Bike & Ped	Apple Valley Safe Routes to Schools	1172	Jul-17	Nov-17	After	\$1,095	\$1,095	\$0	3630	7260			7260			3630			14						N	N	
1	10	City of Ceres	I/Ped	SRTS on Don Pedro Road and Nadine Avenue (Multiple Schools)	3095	Aug-16	Jan-17	After	\$373	\$372	\$1					308						30						N	N	
1	10	City of Ceres	I/Ped	SRTS on Hackett and Kinser Road (Sinclair Elementary and dBlaker-Kinswer Jr. High)	6001	Aug-16	Aug-17	After	\$818	\$753	\$65					1200						46						N	N	
1	10	City of Hughson	I/Ped	Fox Road Sidewalk Improvement Project-City of Hughson	3188	May-17	Aug-17	After	\$408	\$408	\$0					6450												Y	N	
1	10	City of Lathrop	I/Ped	5th Street Sidewalk Improvements	3105	Jan-17	Jun-17	After	\$640	\$438	\$202					3050						14						Y	N	
1	10	City of Stockton	I/Ped	McKinley Elementary Safe Routes to School	3187	Sep-18	Nov-17	Before	\$453	\$436	\$17					214						2						Y	N	
1	10	City of Tracy	I/Ped	Mt. Diablo, Mt. Oso and C Street Improvement Project	3160	Jul-16	Nov-17	After	\$966	\$960	\$6					3544						7						N	N	
1	11	Chula Vista Elementary School District	NI	It's Cool 2 Walk to School	1151	Jul-15	Jun-17	After	\$590	\$587	\$3															1		Y	N	
1	11	City of Coronado	NI	Coronado Safe Routes to School Education Program	1152	Jul-18	Aug-17	Before	\$36	\$36	\$0															1		N	N	
1	11	City of Imperial Beach	I/Bike & Ped	Elm Avenue Traffic, Pedestrian and Cycling Safety and Mobility Improvement Project	1154	May-19	Aug-17	Before	\$709	\$709	\$0			4200	4800				2150			22						Y	N	
1	11	City of La Mesa	I/Bike & Ped	King Street Pedestrian and Bicycle Improvements	1157	Dec-16	Nov-18	After	\$940	\$919	\$21			1070		1050	200					20						Y	N	
1	11	City of National City	I/Bike & Ped	18th Street Pedestrian & Bicycle Enhancements	1156	Apr-17	May-18	After	\$1,225	\$1,199	\$26			3960								4						Y	N	
1	11	City of Vista	Plan	Vista Safe Routes to School Master Plan	1159	Aug-16	Feb-17	After	\$120	\$120	\$0															1		N/A (Plan)	N/A (Plan)	
1	11	City of Westmorland	I/Ped	Improve Center Street Pedestrian Facility	0598	Sep-17	Sep-17	On Schedule	\$985	\$943	\$42			1202		3253						17						Y	N	
1	12	City of Anaheim	I/Bike	Anaheim Coves Northern Extension	2170A	Aug-18	Feb-19	After	\$832	\$832	\$0	5280																Y	Y	
1	12	City of Anaheim	I/Ped	South Street Sidewalk Gap Closure	2170R	Sep-16	Dec-18	After	\$796	\$743	\$53					525												Y	N	
1	12	City of Brea	I/Bike & Ped	The Tracks at Brea Trail Segments 2 and 3	2170C	Feb-16	Dec-18	After	\$2,557	\$2,557	\$0	1358						1358										Y	N	
1	12	City of Cypress	I/Bike	Cerritos Ave Bike Corridor Improvements	2170E	Dec-16	Oct-17	After	\$632	\$632	\$0	5280	10560															N	N	
1	12	City of San Clemente	I/Bike & Ped	Concordia Elementary School Safe Routes to School Pedestrian and Bicycle Lane Improvement Project	1007	Jul-17	May-18	After	\$1,112	\$1,095	\$17											10						N	N	

