

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.14, Information Item

Prepared By: Rihui Zhang, Chief

Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM SEMI-ANNUAL REPORT  
FISCAL YEAR 2019-20**

### **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 March 25, 2020 meeting.

### **BACKGROUND:**

The Department's Division of Local Assistance update on the ATP, includes the following:

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

In 2013, with the passage of Senate Bill (SB) 99 and Assembly Bill 101, the ATP was created with the intent to encourage increased use of non-motorized transportation. 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 receives an additional \$100 million per year, nearly doubling the funding available to eligible applicants.

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



**Active Transportation Program  
Semi-Annual Status Report  
July-December 2019**

**Report to the  
California Transportation Commission  
March 2020**

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## **INTRODUCTION**

California cities and counties sponsor and implement local transportation infrastructure and non-infrastructure (NI) projects to benefit their communities. Although these projects are developed and managed by local agencies and are separate from the California highway system, California Department of Transportation (Caltrans) Division of Local Assistance (DLA) 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 have been a coordinated effort of the CTC, 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. The DLA 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 the 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.

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This report provides updates based on project delivery information on ATP projects collected through December 31, 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 (access via link):  
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/2020/attachment-b-completion-report-list.pdf>
- Attachment C–ATP Total Project List (access via link):  
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/2020/attachment-c.pdf>

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## **SECTION 1-SUCCESS STORY**

### *Non-Infrastructure*

#### **San Francisco Safe Routes to School (SRTS) 2017-2019 - \$2,202,744 ATP funds**

The city of San Francisco is one of the most densely populated cities in the United States, which is a necessary ingredient for a robust active transportation environment.

The San Francisco Department of Public Health, in partnership with the San Francisco Unified School District, managed and implemented the San Francisco Safe Routes to School Partnership (SF-SRSP), which included educational, encouragement and evaluation activities and deliverables to 35 schools (29 elementary, four middle, and two high schools). The SF-SRSP not only promoted walking, bicycling, public transit, and carpooling at on-campus events, but went beyond classroom activities and actively engaged parents to support and encourage a culture of active travel to schools.

The SF-SRSP successfully demonstrated an increase in walking, biking, and transit usage. It heightened awareness of safe active travel with inclusive, parent-led, travel groups (aka walking school buses) and neighborhood bike groups.



*Parents fully engaged with students on their way to school*



*Example of a walking school bus as part of a Walk & Roll to School Day event*

SF-SRTP education and encouragement activities included:

#### Elementary school students

Engaged in walking school buses, bike rodeo sessions, instructions on how to ride a bike and proper helmet fitting, and instructions on how to ride in urban traffic and on-bike safety skills.

#### Middle school students

Participated in after school bike clubs, instructions on how to plan and navigate through neighborhood and city streets while emphasizing buddy and group trips. Students gained understanding and confidence in active transportation opportunities and acquired teambuilding, leadership, and community engagement skills.

#### High school students

In addition to the items cited above, students also gained hands-on bicycle maintenance skills. Students learned about the health, social, and environmental benefits of active transportation and demonstrated the ability to complete a safety check and fix problems on their bikes.

Off-campus, there were neighborhood hub activities with games and events to encourage participation and educate families about the benefits of active transportation for recreation and necessary trips. Launching of neighborhood biking events in car free settings, support and training for corner captains and encouragement of neighborhood task forces.



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## Infrastructure

### Cacique & Soledad Ped/Bicycle Bridges and Sidewalks - \$2,653,000 ATP funds

This project is in the heart of the Eastside neighborhood, which has one of the highest concentrations of active transportation commuters within the city of Santa Barbara. The project replaces a 4-foot wide wooden pedestrian bridge on Cacique Street with a 12-foot wide bridge and a new 12-foot wide bridge along Soledad Street, connecting two neighborhoods that have been separated by Sycamore Creek. The project also enhances access to Franklin, Adelante and Cleveland Elementary Schools, Franklin Neighborhood Community Center, Eastside Library, and several neighborhood parks. The project also includes a new sidewalk and safety lighting.

Outreach was conducted with Eastside residents during the planning process. The community desired opportunities for increased walking and bicycling and improved neighborhood lighting. Although the initial plan was to remove and replace the Cacique Street pedestrian bridge, the community identified a need for a new bridge along Soledad Street as a priority to provide a more direct connection to an elementary school and library. Both Soledad and Cacique Streets are cul-de-sacs with low vehicle volumes, which is ideal for safe and peaceful walking and biking experience. The two-and-a-half-year design phase had several challenges, including the coordination of eight separate utility companies and significant relocation efforts, incorporation of adequate stormwater treatment, numerous Traffic Engineering reviews to ensure bicycle and pedestrian safety while keeping the entire project within the of Santa Barbara right of way to prevent impacting any private properties. The city of Santa Barbara staff engaged the community early and often throughout the entire project to keep stakeholders informed. As a result, the community was very supportive and cooperative.



(Pre-construction)

Wooden Bridge Crossing Sycamore Creek on Cacique Street



*(Pre-construction)  
Soledad Street Dead-end at Sycamore Creek*

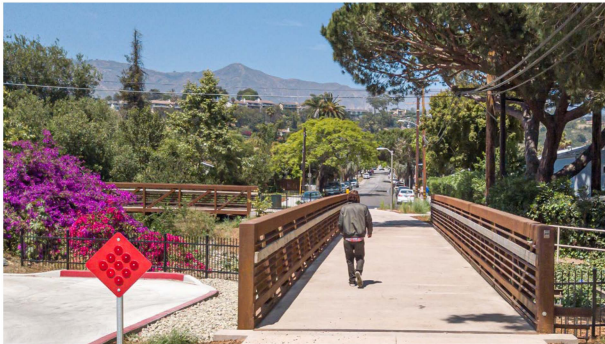


*(During Construction)  
New Bridge on Cacique Street*





*(Post-construction)*  
New Bridge along Cacique Street (left center)  
New Bridge at Soledad terminus (bottom center)



## SECTION 2-PROJECT PROGRESS REPORTS

All project sponsors are required to report quarterly on the status of scope, cost, and schedule. Project sponsors provide their reports to Caltrans through the CalSMART reporting tool that was modified to receive the ATP data in 2019. Quarterly reporting is instrumental in providing Caltrans early detection of project issues, and adequate time to communicate with project sponsors and the CTC staff to develop solutions for the successful delivery of projects. Table 1 demonstrates a strong compliance rate from the project sponsors.

### Progress Report Summary:

*Table 1–Project Progress Report Summary* displays the compliance rate of the ATP progress reports submitted for the last four reporting periods, based on the number of reports expected each cycle versus the number of reports that were submitted on-time.

Unless otherwise notated by an asterisk, the reduction in the number of expected reports from a preceding reporting period to the next is due to receipt of Project Completion Reports.

**Table 1–Project Progress Report Summary**

Reporting Interval	Cycle 1 (#)	Cycle 2 (#)	Cycle 3 (#)	Cycle 4 (#)	Total (#)	Compliance Rate
<i>January 1 – March 31, 2019</i>						
Reports Expected	142	188	231	59	620	-
Reports Received	134	185	227	59	605	97%
<i>April 1 – June 30, 2019</i>						
Reports Expected	111	173	228	58*	570	-
Reports Received	110	171	227	58	566	99%
<i>July 1 – Sept 30, 2019</i>						
Reports Expected	109	173	228	119**	629	-
Reports Received	103	162	223	113	601	96%
<i>Oct 1 – Dec 31, 2019</i>						
Reports Expected	97	162	224	119	602	-
Reports Received	92	153	216	118	579	96%

\*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.

\*\* This number increased because 59 additional MPO component projects were adopted at the June 2019 CTC meeting and the addition of two Butte County projects that were no longer exempted from reporting.

Caltrans district and HQ staff carefully review each progress report and follow up with local project sponsors that are reporting challenges with project delivery. In most cases, Caltrans finds that the project sponsors can successfully manage and work through the

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issues. However, projects that appear to have insurmountable levels of risk are elevated to the ATP Project Watch List.

**Project Watch List:**

The ATP Project Watch List daylights projects that are exposed to extraordinary levels of risk related to scope, schedule, funding, benefits, or reporting requirements. Currently, there is one project on the list. The project application describes a network of Class-1 bike paths along three separate watersheds totaling 11.2 miles. The ATP funding in the amount of \$1,792,000 was programmed for the Construction phase in Fiscal Year 2019-20. The project sponsor is funding the PA&ED and PS&E phases entirely, and a portion of the construction phase. It was discovered during the environmental phase that two of the three watersheds had a substantial right of way issue, including utility relocations and property acquisitions which have significantly increased the cost of the project. The project sponsor is currently trying to identify a solution to deliver the project within the designated schedule while also securing additional funding to off-set the cost increases. Though no solution has been identified yet, Caltrans staff, in coordination with the CTC staff, are considering every option to assist the project sponsor in finding a reasonable outcome. Additional details are captured in *Attachment A: ATP Project Watch List*.

**Baseline Agreement Status:**

Baseline Agreements (BA) capture commitments for specific ATP projects and are signed by the implementing project sponsor, Caltrans, and the CTC. For the ATP program, BAs are required when more than \$10 million of the ATP funding is programmed for a single project, or the total project cost is more significant than \$25 million. The BAs are due six months after the Environmental Document (ED) is completed.

Table 2–Baseline Agreement Status displays the Proposed ED Completion date, Actual ED Completion date, Proposed BA Completion date, and Actual BA Completion as of December 31, 2019.

**Table 2–Baseline Agreement Status**

District	Cycle	Project Title	Proposed ED Completion	Actual ED Completion	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 <sup>th</sup> 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	-	12/4/2019
7	4	LA River Greenway Gap Closure	-	9/4/2019	-	12/4/2019
3	4	SR 49 Sidewalk Gap Closure	-	12/6/2019	5/13/2020	
3	4	Bikeway 99 Phase 5 - 20 <sup>th</sup> St Overcrossing	-	10/31/2019	3/25/2020	
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 December 31, 2019, seven projects have executed Baseline Agreements, and 100 percent were delivered within the prescribed six months from the date of ED completion.



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## **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 NI projects, the implementing project sponsor is required to provide a project Completion Report to Caltrans. The report compares the final scope, cost, schedule, and benefits of the completed project against the proposed scope, cost, schedule, and benefits cited in the application. Once all project activities, such as the final invoicing and evaluation of project benefits are complete, the Final Delivery Report is due.

This reporting cycle (July 1–December 31, 2019) Caltrans received 56 project completion reports. The detailed information and project outcomes are captured in *Attachment B–Project Completion Report Data*.

*Table 3–Project Completion Report Delivery (This Reporting Cycle)* displays the total number of project completion reports received between July 1 and December 31, 2019, within each program cycle, and totaled for the entire reporting cycle.

**Table 3–Project Completion Report Delivery (This Reporting Cycle)**

	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Total
Submitted Completion Reports Received	30	22	4	0	56

*Table 4–Project Completion Report Delivery (Program History)* documents the total number of completion reports received for each cycle as of December 31, 2019, and the total number of completion reports expected for each cycle for the entire program.

**Table 4–Project Completion Report Delivery (Program History)**

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Submitted Completion Reports Received	156	36	5	0
Total # of Completion Reports expected per Cycle	276	207	236	119

*Table 5–Project Completion Report Summary of Deliverables* (next page) categorizes the outputs (through December 31, 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 (Semi-Annual Delivery) shows all the outputs delivered between July 1, 2019, and December 31, 2019.

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**Table 5–Project Completion Report Summary of Deliverables**

Capital Improvement (categories)	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Total Program	Semi-Annual Delivery
Class I Bikeway (miles)	14.16	0.8	0	0	14.96	3.1
Class II Bikeway (miles)	56.2	7*	0	0	63.2	22.9
Class III Bikeway (miles)	49.6	0	0	0	54.6	21.2
Class IV Bikeway (miles)	1.5	0	0	0	1.5	0
New Sidewalks (miles)	50.08	20.8	1.82	0	72.7	12.4
Enhanced Sidewalks (miles)	13.77	7.45	0.37	0	21.59	7.4
Multi-Use Trails (miles)	8.69	5.41	1.6	0	15.7	5.2
Road Diet (miles)	4.6	1.08	0	0	5.68	0.38
Intersection Improvements (each)	797	164	5	0	966	383
New Crosswalks/Improvements (each)	1022	54	6	0	1082	185
Bike/Ped Bridge (each)	17	7	0	0	24	8
Active Transportation Plans (each)	16	7	0	0	23	5
ATP NI Projects (each)	42	6	0	0	48	22

\*This figure was incorrectly reported in the previous report as 11.3.

The specific programmatic outcome for the ATP is pre-construction and post-construction user counts. User counts are not presented in this report. In the 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-TAC, which is comprised of a wide variety of local and regional agency representatives, key stakeholders, advocates, along with Caltrans and CTC staff, created interim guidance and methodologies for conducting user counts. This guidance was released statewide on August 19, 2019, mandated for use with all the 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, several ATP projects will begin collecting pre-construction user counts in mid-2020. Once the projects are completed and placed in use, post-construction user counts will be collected, ideally according to the guidance, on the same day of the week, time and season the pre-construction counts were taken. Therefore, it is expected that the ATP projects will begin reporting reliable pre-and post-construction user counts in mid-2021. The user counts will be reported in the Completion Reports and Final Delivery Reports.

In the long term, the ATP funded ATRC has initiated the development of a statewide database and finalization of the count guidance from which to capture statewide data, analyze trends, forecast usership, and inform both project and program decisions.

In addition, Caltrans is working through the ATRC to purchase tube, infra-red, and video counters for use by project sponsors on a loan basis. The ATP-TAC will assist with the development of guidance and policy of the counter loan program. The counter loan program is a vital tool to support project sponsors without resources or access to counters and ultimately ensure robust data from all corners of the state. The loan program is scheduled to be launched in June 2020.

## **SECTION 4-PROGRAM DELIVERY**

### **Allocations:**

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

*Table 6–Allocation Delivery Summary* documents the percentage of funds allocated through December 31, 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%	63%	34%	7%

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:**

The CTC guidelines allow time extensions for the ATP projects when project sponsors 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 can emerge to 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 December 31, 2019.

**Table 7–Time Extension Trends**

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Phases Programmed	505	525	506	274
Phases Extended (#)	164	141	78	0
Extensions (%)	32%	29%	15%	0%

Caltrans is finding that a significant number of time extension requests are triggered during the environmental phase, right of way phase, and contract award efforts with rural agencies. Caltrans has been working with CTC staff to assist project sponsors 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 create a cascading effect that results in time extension requests as the project approaches allocation for future phases.

### **Scope Changes:**

The CTC guidelines allow scope changes for the 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 recommendations are proposed to the CTC staff.

Proposed scope changes that impose little or no impact to project benefits or which increase the benefits of the project are deemed 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 performance of the project such that it no longer represents the commitments described in the original application.

*Table 8–Scope Change Requests (This Reporting Cycle)* documents the number of scope change requests received between July 1, 2019, and December 31, 2019, as designated by the categories of major scope change, minor scope change, and “to be determined” (TBD). A total of six scope change requests were received this cycle.

**Table 8–Scope Change Requests (This Reporting Cycle)**

	Approved	Denied	In Process	Withdrawn
Major Scope Change	0	0	0	0
Minor Scope Change	5	0	0	0
Category TBD	0	0	1	0



*Table 9–Scope Change Requests (Program History)* documents the number of scope change requests received over the entire life of the program. As of December 31, 2019, Caltrans has received a total of 90 scope change requests from project sponsors. Of the 90 requests, 77 were approved (71 Minor, 6 Major), three were denied (1 Minor, 2 Major), three are under consideration, and seven were withdrawn by the project sponsor, as displayed in Table 9 below.

**Table 9–Scope Change Requests (Program History)**

	Approved	Denied	In Process	Withdrawn
Major Scope Change	6	2	0	0
Minor Scope Change	71	1	2	4
Category TBD	0	0	1	3

**Funding Distribution Requests:**

The CTC Guidelines permit funding distributions. Funding distributions provide the project sponsors a level of flexibility to manage the financial aspects of the project. Project sponsors may request to move approved funding amounts between programmed phases once over the life of the project. For example, one reason a project sponsor may request a funding distribution could be the project recognized 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 July 1, 2019, and December 31, 2019 (this reporting period), total number of requests to date (as of December 31, 2019), and total number of requests approved to date (as of December 31, 2019).

**Table 10–Funding Distribution Change Requests**

	Cycle 1	Cycle 2	Cycle 3	Cycle 4
Reporting Period Requests	0	0	2	1
Total Requested to Date	0	0	6	1
Total Approved to Date	0	0	6	1

From a programmatic perspective, funding distribution requests have been rare. Still, as the ATP matures and adopts more extensive and complex projects, it is anticipated that funding distribution requests may increase. To date, eighty-three percent (83 percent) of the funding distribution changes were made to augment the Construction phase of the project.

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**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 53 projects totaling \$12 million have been submitted to and approved by the CTC. The project recommended list for the final \$4 million was proposed to the CTC on February 14, 2020. The ATP encourages the project sponsors to identify opportunities within their projects that can be completed by CalCC members.

One primary function of the CCC within the ATP is that of workforce development. The CCC members who carry out the labor on the ATP projects are young men and women pursuing careers in various sectors such as transit, trades, forestry, and firefighting. The SB1-funded ATP projects provide opportunities for participation by the CCC and allow members to gain technical training and hands-on experience with transit-related infrastructure and non-infrastructure projects.

Per the CCC and CalCC guidelines, well-suited project elements include:

- 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

The following four sub-projects were completed between July 1 and December 31, 2019:

1. Glaster Park Trail Rehabilitation & Improvements- Pomona Center Corps, \$122,730
  - 0.58 miles of trail rehabilitation
    - i. Soil stabilization
    - ii. Installation of fiberboard edging
    - iii. Erosion control measures
2. Pedestrian Safety Enhancements & Sidewalk Repair–Los Padres Center Corps, \$31,680
  - Planting and irrigation in four medians
  - Sidewalk repair at nine locations

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3. Sundial to Downtown Trail & Landscape Improvements-Redding Center Corps, \$173,465
    - New trail construction
      - i. 650 feet of 12-foot wide paved trail
      - ii. 80 feet of 6-foot wide trail
    - Landscaped 7000 square feet of exposed ground
      - i. Planted foliage
      - ii. Installed irrigation
      - iii. 400 feet of bio-swale
  
  4. West Athens Tree Planting - Los Angeles Center Corps, \$72,248
    - Planted 183 shade trees

## **SECTION 5-ACTIVE TRANSPORTATION RESOURCE CENTER**

Caltrans, Division of Local Assistance, manages the ATP-funded ATRC. The ATRC's mission is to provide resources, technical assistance, and training to project sponsors statewide to enhance the success of active transportation projects.

*Table 11–ATRC Funding and Status* shows the programmed funds, allocated funds, and contract 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	Under contract
3	\$5.058	\$2.529	\$888,000 under contract; \$1.641M in contract development; \$2.529 to be allocated in 20/21
4	\$4.630	0	Programmed; To be allocated in 21/22 & 22/23

The ATRC partners with any willing project applicant or sponsor to provide active transportation technical assistance, training, tools, and resources for local agencies with an emphasis on aiding Disadvantaged Communities (DACs).

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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 Technical Assistance:**

- **ATP Technical Assistance (TA) for DACs:** ATP applicants with projects in or benefitting a DAC can request technical assistance on their active transportation project and application. Solicitation for interested recipients will occur prior to ATP call for projects. (LGC)
- **NI Workshops:** In-person workshops available upon request to bring together key stakeholders to initiate, increase, and improve active transportation non-infrastructure partnerships. (CDPH)
- **NI on-call Technical Assistance:** Any agency can receive on-call technical assistance for non-infrastructure projects, through phone calls, emails, and site visits, as needed. (CDPH)
- **Automated Counter Loan Program:** The ATRC will offer a variety of short-term temporary bicycle and pedestrian automated counters for local agencies to borrow and conduct user counts to gather user data on active transportation projects. (CCE)

### **ATRC Training:**

- **In-Classroom Training:** In-person training courses on active transportation technical planning, design, and safety, taught by a subject matter expert instructor within California or from the Federal Highway Administration. Training courses are announced through the ATRC list serve and registration for upcoming courses are available at the ATRC website. (CCE)
- **Webinar Training:** Informational webinars and teleconferences to highlight active transportation and NI topics and resource materials. These trainings are announced through the ATRC list serve and on the ATRC website. These trainings are held approximately once a month, recorded, and posted to the ATRC website for future viewing. (CDPH)



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- **Flash Training:** Short video tutorials providing information on a specific ATP application or project administration topic. Flash trainings are posted to the ATRC website for just-in-time viewing. (CDPH)

### **ATRC Resources/Tools:**

The ATRC is currently working on a variety of resources and tools that will assist potential ATP applicants and awardees.

- **Online Resources:** The ATRC website has a wealth of resources and information to inform and assist ATP project applicants. Resources are regularly added and updated on the ATRC website. (CDPH/CCE)
- **Statewide Active Transportation Count Database and Count Guidance:** The ATRC is developing standardized guidance for collecting bicycle and pedestrian counts across the state (as a follow-up to the Interim Count Guidance) along with a statewide pedestrian and bicycle count database to store and visualize count data throughout the state. (SCAG)
- **ATP-TIMS Tool:** The ATRC facilitates the use of a statewide ATP Transportation Injury Mapping System (TIMS) Tool for ATP project decision-making that addresses safety priorities. This online data tool displays bicycle and pedestrian crashes, in a heat map relative to ATP project limits within a specific community. (SafeTREC)
- **ATP Street Story:** The ATRC will facilitate the use of a community engagement tool that will allow residents, community groups, and agencies to collect information about transportation collisions, near-misses, general hazards, and safe locations to travel within an ATP project location. (SafeTREC)
- **ATP Benefit-Cost Tool:** The ATRC is developing a research-based Benefit-Cost Tool to offer a benefit-cost ratio to help inform of ATP project specific decisions. (UCD)

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
5452	3	7	LA	City of Glendora	Glendora Urban Trail and Greenway Network	2,242	1,792	○	○	○	○	The City has encountered substantial challenges with two of the three proposed Class-1 multi-use trails. During the Environmental phase, the City discovered significant Right of Way issues including utility relocation and property acquisition that has a direct impact on the project budget. The City is currently exploring all possible funding options to augment the project budget as well as cost-saving opportunities associated with scope adjustments that offer low or no impacts to project benefits. The project schedule is currently impacted because the City-funded PS&E phase is not yet complete. The ATP construction funding is programmed in the 19/20 fiscal year and is in jeopardy of lapsing (June 30, 2020) if the City is unsuccessful in securing additional funding.	YES	YES