2023 Active Transportation Program (Cycle 6)

Los Angeles County Branch Workshop
February 28, 2022
12:30pm – 2:30pm
Workshop Instructions

• Please mute your audio throughout the presentation to avoid any background noise.

• To make a comment/ask a question:
  • Send a message through the Chat feature.
    • The Chat is located at the top of the platform ribbon on the right-hand side of your screen.
  • Unmute to state your comment/question.
  • Please be sure state your name and affiliation prior to voicing your remarks.
Program Goals

• Increase walking and biking
• Increase safety of non-motorized users
• Help regional agencies meet their SB 375 goals
• Enhance public health
• Ensure disadvantaged communities fully share in the benefits of the program
• Provide a broad spectrum of projects to benefit many types of active transportation users
Program Structure

• Competitive funding program
• Funds distributed into the 3 ATP components
  ▪ 50% for the Statewide Component
  ▪ 10% for Small Urban and Rural Component
  ▪ 40% for Metropolitan Planning Organization Component
• A minimum of 25% of funds in each of the 3 components must benefit disadvantaged communities
Application Types

• Large Infrastructure or Infrastructure/Non-Infrastructure
  • Total Project Cost of greater than $10 million*

• Medium Infrastructure or Infrastructure/Non-Infrastructure
  • Total Project Cost of greater than $3.5 million and up to $10 million*

• Small Infrastructure or Infrastructure/Non-Infrastructure
  • Total Project Cost of $3.5 million or less*

• Non-Infrastructure Only
  • Education and Encouragement Activities

• Plans
  • Community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses disadvantaged community

*Pending 2023 ATP Guidelines adoption in March 2022
Eligible Applicants

- Local, Regional, or State agencies
- Caltrans
  - Caltrans can also partner with other eligible agencies
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public Schools or School Districts
- Tribal Governments
- Private Nonprofit (recreational trail funding)
Program Status

- About $450 Million Available Each Cycle (Every 2 Years)
- Five Cycles of Projects Selected for Funding
- Over 900 Projects Funded
- Most Provide Benefits to Disadvantaged Communities
- Almost 100% Delivery Rate
- All the Cycle 1 Projects are Completed or Under Construction
Program Challenges

- Very Over Subscribed
  - Massive Community Need
  - Not Enough Funding
- Funding Requests are Getting Larger
- Ensure Program is Open to All Geographic Areas Across the State
- Program Funds all Project Phases
- Measuring Performance
Highlights from the 2023 Guidelines

- Program Schedule
- Hard Copies & Electronic Application Submissions
- Projects in Planning Documents
- Project Size Threshold
- Administrative Changes
Highlights from the 2023 Guidelines

- Expanding on Housing Language
- Active Transportation Needs of Older Adults
- Low Stress Networks and Local Ordinances
- Quick-Build Pilot Program Phase II
- Non-Infrastructure
  - Set Aside
  - Tie Breaker
  - Enforcement in Non-Infrastructure
Los Angeles County in the ATP

• Submitted 431 projects over five Cycles
• 162 projects have been funded overall (38% success rate):
  • 101 project funded through the Statewide component
    • 4 projects were withdrawn
  • 61 projects funded through the MPO component
    • 6 projects were withdrawn
Los Angeles County in Cycle 5

• 65 applications submitted – 10 funded in the Statewide component and 4 funded in the MPO component
• 57 applications qualified for disadvantaged community points
• Public Participation was an area of strength for several applications, with almost 50% receiving at least 90% of the points
• Need and Safety questions were the biggest challenges
  • Evaluators wanted better answers on why this project is a priority to the community
  • Local health concerns weren’t addressed in narrative
  • Projects not in high density crash areas and more narrative needed to explain why
  • Collision data was not analyzed, and countermeasures weren’t clear how they would address safety concerns
• More detail and data was requested from multiple evaluator teams
• Non-Infrastructure component wasn’t discussed throughout application
• Maps provided could have been more detailed in showing the destinations
Active Transportation Resource Center

- ATRC provides resources, technical assistance, and training to partners across California
- Have a mailing list to keep people updated on upcoming trainings, webinars, etc.
- Includes Application Modules, Technical Assistance on Non-Infrastructure Projects, Safe Routes to School Guides, etc.
- ATRC Website: [http://caatpresources.org/](http://caatpresources.org/)
- Emily Abrahams: Emily.Abrahams@dot.ca.gov
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Thank You

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Active Transportation Program Website