2023 Active Transportation Program (Cycle 6)

Nevada County Branch Workshop
March 2, 2022
9:00am – 11:00am
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
Nevada County in the ATP

• Submitted 18 projects over five Cycles
• 2 projects have been funded overall (11% overall success rate):
  • 2 projects funded through the SUR component (Cycles 1 & 2)
Nevada County in Cycle 5

- 5 applications submitted – 0 funded
- All applications qualified for disadvantaged community points
- The Public Participation was an area of strength for the majority applications, with 60% receiving at least 8 out of the 10 points.
- The Need question was the biggest challenge
  - Lacking discussion of the disadvantaged community needs and how the project will address those concerns.
  - Maps/visuals did not show what the narrative was discussing (gap closure & connectivity).
  - Narrative did not address the active transportation needs of students.
Placer County in the ATP

- Submitted 22 projects over five Cycles
- 10 projects have been funded overall (45% overall success rate):
  - 4 projects funded through the Statewide component
  - 1 project funded through the SUR component (Cycle 2)
  - 5 projects funded through the MPO component
Placer County in Cycle 5

• 3 applications submitted – 1 funded
• All applications qualified for disadvantaged community points
• The Public Participation was an area of strength, with all 3 receiving at least 8 out of the 10 points.
• The Need and Safety questions were the biggest challenges
  • Lacking detailed discussion of specific local health concerns.
  • Maps were lacking in detail and did not clearly show project location and key destinations.
  • Narrative didn’t address low/lack of crash data (one application left part of this section blank).
  • Did not clearly discuss why this project is a priority.
El Dorado County in the ATP

- Submitted 36 projects over five Cycles
- 10 projects have been funded overall (28% overall success rate):
  - 5 projects funded through the Statewide component
  - 1 project funded through the SUR component (Cycle 1)
  - 4 projects funded through the MPO component
El Dorado County in Cycle 5

- 10 applications submitted (2 deemed ineligible) – 2 funded
- 7 of the 10 applications qualified for disadvantaged community points
- The Public Participation was an area of strength for the majority applications, with 50% receiving at least 8 out of the 10 points.
- The Need question was the biggest challenge
  - Lacking detailed discussion of specific local health concerns.
  - Narrative didn’t address the active transportation needs of students.
  - Narrative didn’t clearly demonstrate how the project would increase active transportation trips in the community. Mobility and connectivity were not/briefly addressed.
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/
• Emily Abrahams: Emily.Abrahams@dot.ca.gov
• Summer Anderson-Lopez: Summer.Anderson-Lopez@dot.ca.gov
Thank You

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Active Transportation Program Website