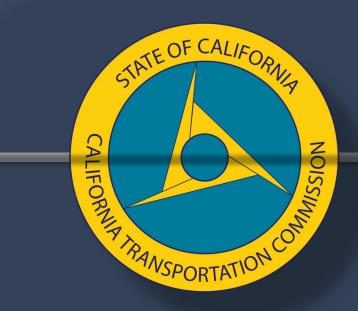# 2023 Active Transportation Program (Cycle 6)

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

2

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

4

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 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

Contact Information

Laurie Waters
Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard
Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi
Elika.Changizi@catc.ca.gov

[Active Transportation Program Website](#)