



MARCH 2021

2021 ACTIVE TRANSPORTATION PROGRAM

Engagement Summary



California Transportation
Commission

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Engagement Summary Created By:
Elika Changizi & Meghan Pedroncelli

EXECUTIVE SUMMARY

The Active Transportation Program (ATP) is a highly competitive statewide funding program created to encourage increased use of active modes of transportation, such as biking and walking. The Program has been guided and shaped by stakeholders since its creation. California Transportation Commission (Commission) staff recognize the significant importance of applicant participation in the Program guideline development process and the technical knowledge needed to produce competitive applications. To support applicant success, Commission staff took a new approach to engage stakeholders in the 2021 Active Transportation Program guideline development process, with the goal of addressing the diverse needs of underrepresented communities. This report provides an overview of these extensive outreach and engagement efforts.

First, the report outlines the workshops that guided the development of the 2021 Active Transportation Program Guidelines. Commission staff committed to ensuring these workshops met the needs of a wide range of active transportation stakeholders. Commission staff held special workshops, designated as Branch Workshops, throughout the state to address community needs in parallel with the Program's traditional workshops. Commission staff also provided customized technical assistance to agencies during the Branch Workshops and through dozens of project site visits across the state.

Next, the report details lessons learned and findings from the engagement process. The engagement process continuously evolved as staff incorporated successful elements from previous workshops and site visits. Notably, staff learned that the most constructive active transportation workshops and site visits involved local or regional agencies who took an active role in planning and outreach. Additionally, Caltrans staff's participation led to more productive workshops in which technical questions could be fully addressed.

Throughout the engagement process, stakeholders also identified innovative approaches and tools for potential inclusion in the Program. These include Quick-Build projects, which are interim improvements that rapidly address community safety needs. Working with stakeholders, staff developed a Quick-Build Pilot Program to assess the feasibility of Quick-Build projects as an ongoing eligible project option for applicants. Working with stakeholders, Commission and Caltrans staff also identified new data sources such as the Healthy Places Index and Street Story, which were added to the Program application as additional tools for applicants.

Overall, the engagement process proved to be invaluable for applicants and Commission staff. Commission staff recommends next steps to further improve the Program and the engagement process in future cycles, such as:

- Continue to target specific areas of the state that struggle in the ATP for site visits and workshops.
- Build off the Quick-Build Pilot Program to make Quick-Builds eligible moving forward and explore future Pilots within the ATP.
- Continue to advance equity in the Program, in part by participating in the upcoming listening sessions focused on transportation equity that will inform policy recommendations that may influence Commission programs.

Through the 2021 Active Transportation Program engagement process, Commission staff aimed to assist the Program's most unsuccessful and underrepresented regions and communities. Many of the agencies that staff targeted saw marked improvements in the competitiveness of their 2021 applications. Commission staff intends to build upon this engagement for future cycles to promote equity within the Program and ensure that a broad range of communities can share in its benefits.

INTRODUCTION

The Active Transportation Program has been guided and formed by stakeholders since its creation in 2013. This is only appropriate as active transportation projects directly touch the communities they serve. Kids can safely walk to school after a new crosswalk is built; transit-dependent commuters can easily access the closest bus stop when the neighborhood sidewalks are completed, bicyclists can get where they need to go once the community's bike lanes are fully connected, and members of a community without postal service can safely walk to pick up their mail at their local post office after new sidewalks are built.

The Active Transportation Program's applicant pool and project profile are extremely broad and diverse. Eligible applicants include any city or county, including health departments, as well as school districts, transit agencies, tribal governments, and the Department of Transportation (Caltrans). The Program has funded critical active transportation projects everywhere in the state from Crescent City to Imperial Beach. ATP projects vary significantly in both scope and size, from \$200,000 Safe Routes to School programs to \$30 million transformative active transportation corridors, with each project addressing the unique needs of the targeted community. Using a broad range of options, including bikeways, sidewalks, crosswalks, multi-use trails, intersection improvements, education programs, and more, communities aim to address issues such as connectivity, livability, safety, and accessibility. Because applicant communities vary in demographic and need, Commission staff must ensure that the Program guidelines and application process are developed to be inclusive enough for any eligible applicant to fairly compete.

Commission staff conducted a post-2019 Active Transportation Program analysis to identify areas of the state that are underperforming based on demographics such as population. That analysis found, that as a whole, Tulare County project applications were less successful than would be expected considering 93% of the applications submitted by agencies within the County

have qualified as a disadvantaged community. In response, Commission staff partnered with the Tulare County Association of Governments to spend three days visiting cities throughout the county, viewing potential ATP projects and meeting with city and county officials to learn about the county's specific active transportation challenges and explore how they could better compete in the Program. This visit revealed that Tulare County agencies had excellent potential projects that should be competitive in the Program. However, the agencies lacked familiarity with the application process and the components of a successful application, meaning that applications for their much-needed projects did not compete well in the Program's evaluation process.

Shortly after, the Metropolitan Transportation Commission requested Commission staff travel to San Jose to tour the Better Bikeways San Jose Quick-Build Project. Metropolitan Transportation Commission staff hoped that, after taking a first-hand look at the Better Bikeways project, Commission staff would consider revising the Program's guidelines to make Quick-Build projects eligible for funding. The Metropolitan Transportation Commission, along with San Jose city staff, explained the process of developing a public engagement strategy and executing a transformative Quick-Build active transportation project that provides a safe and convenient alternative to driving. This project tour highlighted the potential benefits of funding and implementing Quick-Build projects through the ATP and their ability to provide cost-effective, quick, and easy solutions that address major safety concerns within a community.

The project tours in Tulare County and San Jose persuaded Commission staff that the best way to make the ATP more responsive to the diverse needs of each community and expand program innovations was through direct and meaningful engagement with stakeholders. In response, by March 2020, Commission staff held 21 workshops – almost double the number of workshops as compared to previous cycles – along with 60 site visits across the state.

Background:

The ATP is a competitive statewide grant funding program created to encourage increased use of active modes of transportation, such as biking

and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) established the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directed additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The purpose of the Program is to encourage increased use of active modes of transportation, such as biking and walking.

The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility for nonmotorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the Program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

This report delves into the preparation of the 2021 ATP Cycle and discusses the approach taken to workshops and site visits by looking into how outreach was conducted in the past, and how it evolved into an engagement approach. Additionally, this report highlights lessons learned from the engagement process, and how Commission staff hopes to improve in future cycles.

CYCLE 5 ENGAGEMENT

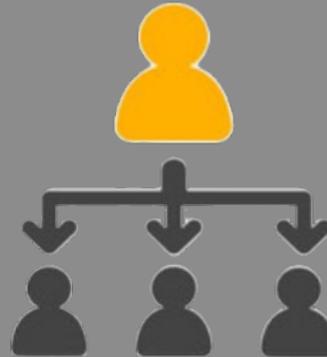
Workshops:

The 2021 ATP Cycle began with two Kick-Off Workshops in the Northern and Southern regions of California. Influenced by site visits in Tulare County, Commission staff proposed increasing the number of workshops to ensure that more agencies across the state could host and participate. However, stakeholders quickly pointed out that more workshops would create a time and travel burden on agencies who wanted to participate in the in-person decision-making process at workshops. To address this concern while still widening our workshop reach, Commission staff divided the remainder of the 2021 ATP Cycle engagement workshops into two categories: Central and Branch Workshops.

Central Workshop



Branch Workshop



Central Workshops were structured similar to prior cycle workshops held by Commission staff. Recommendations made on guidelines, applications, and scoring rubrics were discussed exclusively at Central Workshops. Any potential issues or concerns identified by Commission staff or stakeholders were

resolved prior to presenting these to the Commission. The Central Workshops took place in locations where Commission staff historically holds ATP workshops such as Sacramento, Los Angeles, and San Diego – larger metropolitan areas that are easily accessible and have reliable internet access. In addition, all Central Workshops included the ability for stakeholders to participate via a webinar.

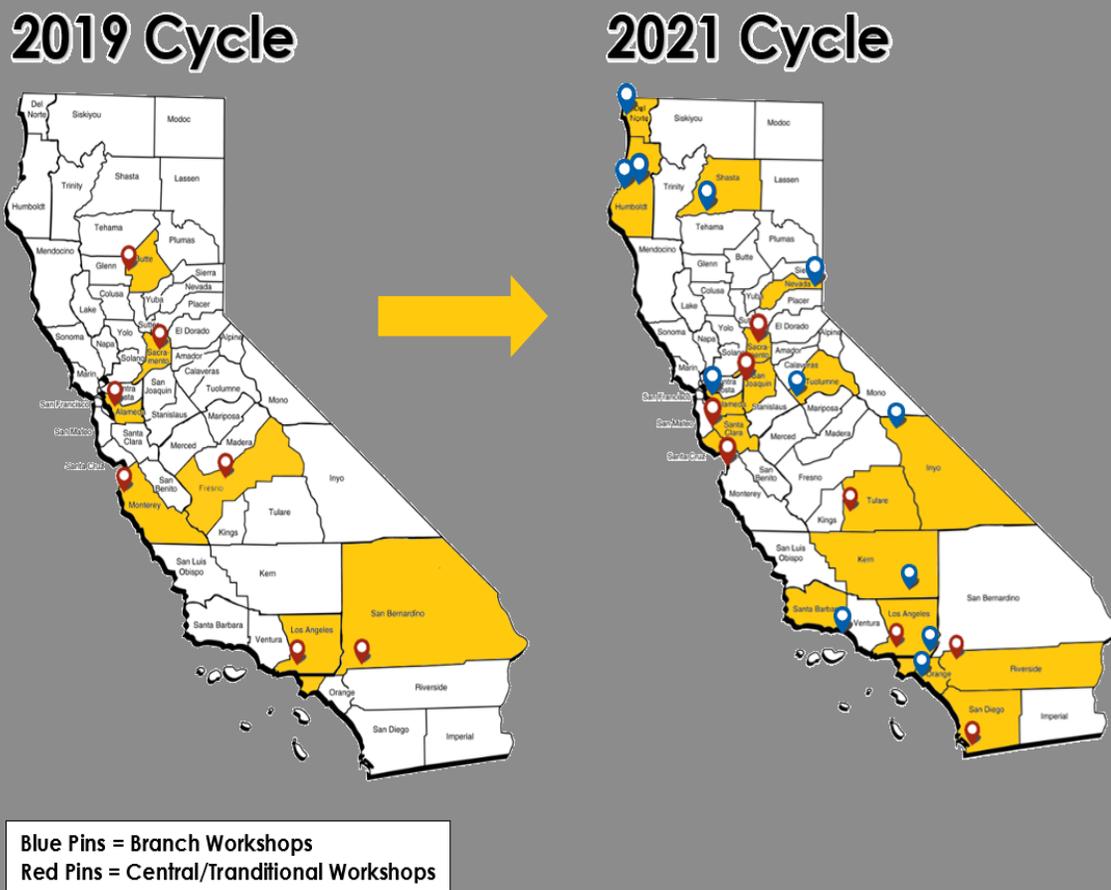
Branch Workshops provided an opportunity for smaller and more remote agencies, like Bishop, Tuolumne, and Shasta, that were typically unable to attend Central Workshops to directly participate. Branch Workshops were also an opportunity for Commission staff to provide specific technical assistance to areas of the state that had traditionally struggled in the Program. Commission staff developed partnerships with Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs), and in one case, Caltrans District staff, to schedule Branch Workshops and site visits throughout the state. These partners also helped Commission staff promote the Branch Workshops to ensure those involved in active transportation within their region were present. These workshops were more informal and focused on educating the communities about program basics, while addressing any questions regarding the upcoming 2021 ATP Cycle. There was no cost to participate in the workshops, but each Branch Workshop's content was tailored to the specific region in which the workshop was located.



WORKSHOP – The first Branch Workshop held took place in the Town of Truckee

Branch Workshop participants were often new to or less familiar with the ATP process. To ensure Commission staff were meeting the needs of participants, Commission staff opened each workshop by asking attendees to rank their knowledge of the Program from one to ten. This helped Commission staff gauge how in-depth the Program overview needed to be for each group of attendees. Commission staff also customized Branch Workshops by reviewing applications submitted by agencies within the county where the workshop was held. During workshops, Commission staff provided stakeholders with data and statistics on the region's success in previous cycles and discussed areas of strength and opportunities for improvement for the upcoming cycle.

Figure 1 – Workshop Locations in the 2019 Cycle vs. 2021 Cycle.



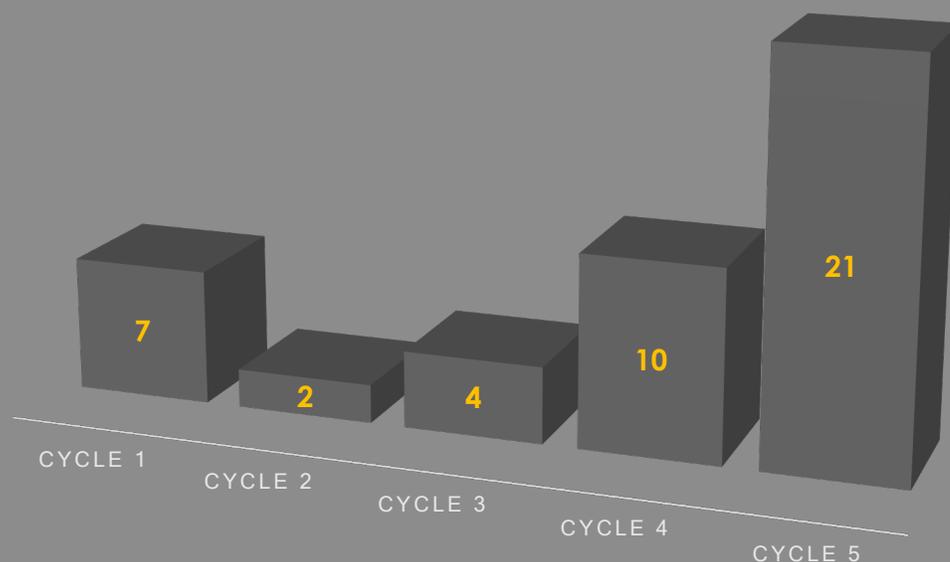
Branch Workshops provided a unique opportunity for a broader discussion of possible changes to the 2021 ATP guidelines, application, and scoring rubrics, while discussing how it would affect the region where the workshop was held. Recommendations made in the Central Workshops were relayed to the

stakeholders at Branch Workshops to ensure that everyone was aware of the latest discussions. Commission staff discussed program revisions recommended at Central Workshops to the Branch Workshops to gauge how those changes might impact the ability of smaller regions to compete.

One recommendation from the Central Workshops involved adding more points to the Scope and Plan Consistency question. This question in the application largely looks at whether the more technical aspects of the application are complete, clear, and provide sufficient detail. This suggestion concerned a number of stakeholders representing smaller

agencies. These stakeholders worried that increasing points in the Scope and Plan Consistency question might negatively impact agencies with smaller staff and fewer resources available to hire additional technical support. In this case, Commission staff used the Branch Workshops to discuss this concern and determine if it might indeed disadvantage smaller agencies. While there was concern at the Branch Workshops, many felt confident they could be competitive with the inclusion of the recommendation. This information was then taken back to the Central Workshops for a recommendation and update to the 2021 ATP Guidelines.

Figure 2 – Workshops Held Each Cycle



Over the course of four months, Commission staff held 21 total workshops; ten Branch Workshops, seven Central Workshops, two Kick-Off Workshops, as well as presenting at the Tribal Commission Meeting and the North State Super Region (Figure 3). Compared to prior cycles, this is the most extensive outreach conducted for the Program (Figure 1, Figure 2).

Figure 3 – 2021 Active Transportation Program Workshops Held

Date	Location	Type
Nov. 5, 2019	Del Norte County	North State Super Region
Nov. 12, 2019	Sacramento	Kick-Off
Nov. 18, 2019	Los Angeles	Kick-Off
Dec. 5, 2019	Riverside	Central
Dec. 11, 2019	Truckee	Branch
Dec. 17, 2019	Stockton	Central
Jan. 6, 2020	Watsonville	Central
Jan. 15, 2020	Trinidad	North Coast Tribal Commission
Jan. 15, 2020	Eureka	Branch
Jan. 17, 2020	Oakland	Branch
Feb. 4, 2020	Tehachapi	Branch
Feb. 5, 2020	Bishop	Branch
Feb. 10, 2020	Sacramento	Central
Feb. 19, 2020	San Jose	Central
Feb. 21, 2020	Redding	Branch
Feb. 24, 2020	Sonora	Branch
Feb. 26, 2020	El Monte	Branch
Feb. 27, 2020	Santa Barbara	Branch
Mar. 3, 2020	Visalia	Central
Mar. 10, 2020	San Diego	Central
Mar. 11, 2020	Orange	Branch

Site Visits:

In conjunction with the Central and Branch Workshops, Commission staff also worked with interested agencies to schedule site visits and tours of any upcoming or completed ATP projects. After the positive responses received from the Tulare County site visits, Commission staff encouraged cities and counties to take advantage of this effort. Not only were these project tours helpful for agencies, but Commission staff found them very constructive, as the site visits provided a better understanding of the diverse challenges agencies face when addressing active transportation needs.



SITE VISIT – Tuolumne County submitted this site visit project along with three others that Commission staff toured for consideration in the 2021 ATP Cycle.

From November 2019 to March 2020, Commission staff visited all agencies that reached out for either a workshop, site visit, or both for a total of 60 projects in 31 cities and 13 counties (Figure 4). Due to the COVID-19 Pandemic, two scheduled site visits were cancelled and held via a webinar. Throughout these site visits, Commission staff toured a wide range of projects including Infrastructure, Non-Infrastructure, and Quick-Builds.

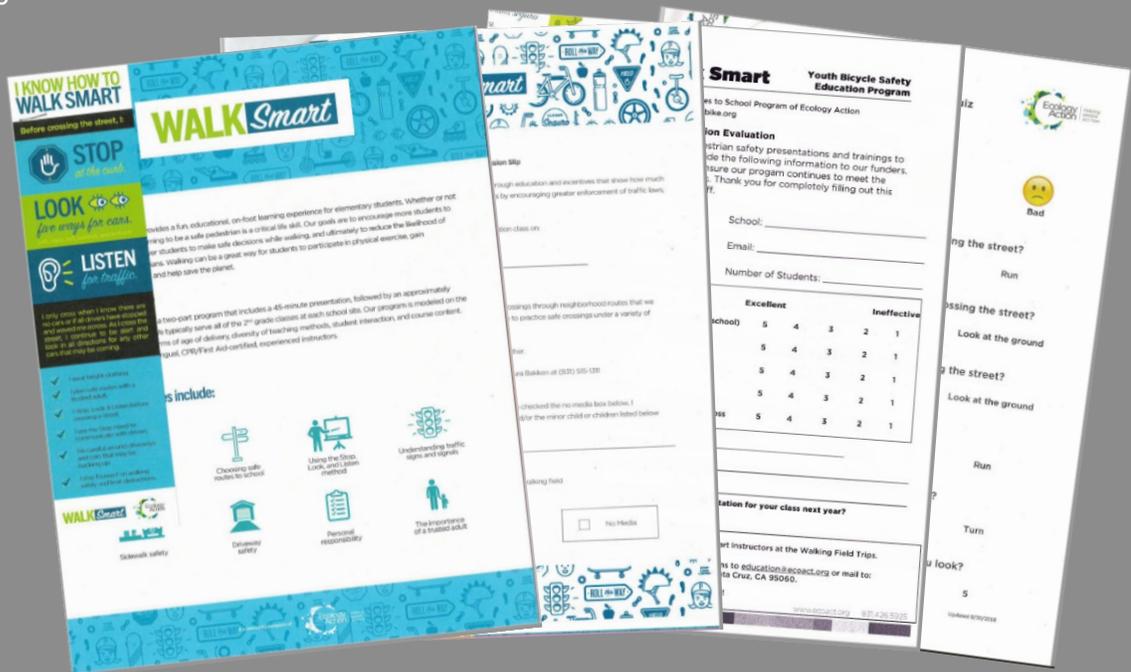
Figure 4 – 2021 Active Transportation Program Site Visits

Site Visit County	Site Visit City	No. Sites Visited
Del Norte County	City of Crescent City	2
Santa Cruz County	City of Watsonville	1
	City of Santa Cruz	3
	City of Felton	2
Monterey County	City of Marina	3
	City of Seaside	2
Humboldt County	City of Eureka	1
	City of Arcata	3
Alameda County	City of Cherryland	1
San Francisco County	City of San Francisco	3
Shasta County	City of Redding	4
	City of Cottonwood	4
Tuolumne County	City of Jamestown	1
	City of Sonora	1
	City of Groveland	1
Calaveras County	City of Murphys	1
	City of Angels Camp	2
	City of San Andreas	1
	City of Valley Springs	2
Tulare County	City of Farmersville	1
	City of Woodlake	3
	City of Strathmore	2
	City of Porterville	3
	Tule River Reservation	1
	City of Poplar	1
	City of Cutler	1
	City of Dinuba	3
	City of Visalia	4
Orange County	City of Brea, La Habra & County of Orange	1
Los Angeles County	City of Avalon	1
Contra Costa County	City of Dublin	1
13 Counties	31 Cities	60 Projects

Highlights:

While in Santa Cruz County, Commission staff participated in Ecology Action's Walk Smart – Youth Bicycle Safety Educational Program (Walk Smart); a program used to teach second grade students how to safely walk to school while navigating sidewalk gaps around the neighboring community. Commission staff walked off-campus with the instructors and students to the neighborhood's high-risk intersection crossed by most kids to get to school. Instructors began by reviewing the proper steps to take before crossing the street – “Stop at the Curb, Look Five Ways for Cars and Listen for Traffic” – along with other helpful tools such as making eye contact with drivers, using “stop-hands” while crossing the street, and understanding that not all vehicles have back-up cameras. Once at the intersection, the second graders were broken up into smaller groups to practice safely crossing the street using these safety measures. At the end of the program, the Walk Smart instructors summarized everything that was discussed, and provided a Certificate of Completion to each student, along with a packet including a survey of the educational program, quizzes, and a bookmark (Figure 5).

Figure 5 – Walk Smart Non-Infrastructure Project Site Visit Educational Tools



This site visit was the first time Commission staff toured and participated in a non-infrastructure program. Ecology Action's Walk Smart tour allowed Commission staff to see the positive impact an educational program can have on the safety of a community and its members. Following this site visit, Commission staff began encouraging others to consider adding a non-infrastructure component to their infrastructure projects if they found it would further benefit their community or address an active transportation need.

In San Francisco, the San Francisco Municipal Transportation Agency showed Commission staff several Quick-Build projects within San Francisco's disadvantaged communities. Using the San Francisco Department of Public Health's Visions Zero High Injury Network, a program to identify and eliminate traffic deaths, San Francisco Municipal Transportation Agency determines high traffic crash areas that could benefit from a Quick-Build project.



SITE VISIT – San Francisco Municipal Transportation Agency's Completed 7th Street & 8th Street Safety Quick-Build Project

Commission staff toured some of these locations with Quick-Build improvements already in place while San Francisco Municipal Transportation Agency discussed their goal of building a connected bicycle network to create safer routes for bicyclists. To address high traffic crash areas, improvements such as protected bikeways, boarding islands, relocation of

bus stops, curb management and signal timing changes are typically made. San Francisco Municipal Transportation Agency's use of Quick-Builds has allowed them to further their Vision Zero goal of eliminating all traffic deaths and serious injuries within San Francisco neighborhoods.

After visiting with San Francisco Metropolitan Transportation Agency and with the help of a Quick-Build technical assistance workgroup, Commission staff recommended a Quick-Build Pilot Program for the 2021 ATP Cycle. Commission staff developed the Pilot Program to assess the feasibility of permanently including Quick-Build projects in future cycles. The 2021 ATP Quick-Build Pilot Program received 22 project applications requesting a total of \$15.6 million. The Commission awarded \$4.4 million to 2021 Quick-Build Pilot Program projects in October 2020.



This diagram shows the City of San Jose Better Bikeways San Jose Quick-Build Project

Combining site visits with workshops benefits both ATP applicants and Commission staff. ATP applicants can highlight their community's unique active transportation challenges while Commission staff experiences first-hand the diversity of needs that the Program must be designed to address.



LESSONS LEARNED

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Commission staff is committed to continuing this level of engagement into future Active Transportation Program cycles to better engage stakeholders and ensure that a broad range of voices are heard.

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Continuous improvement and innovation drive every Active Transportation Program, and the 2021 Cycle was no exception. Through more expansive and equitable outreach in the form of tailored in-person workshops and site visits, Commission staff heard from voices that are typically underrepresented or unengaged in the Active Transportation Program guidelines process. By providing hands-on Program assistance, addressing misconceptions, and sharing resources, the Commission strives for geographic and community equity across the state in upcoming cycles.

In-Person Engagement:

As Branch Workshops were a new concept for the Program, inevitably trial and error marked the Branch Workshop experience. Commission staff grappled with whom to invite to workshops, what topics should be covered, how best to engage stakeholders, how to make it equitable for all stakeholders, and logistical issues. As the workshops continued, Commission staff used the lessons learned from the earlier workshops to make each as beneficial as possible for the participating agencies.



WORKSHOP - City of Bishop Branch Workshop held at Caltrans District 9 office

Commission staff learned how important partnerships are to productive Branch workshops and site visits. Regions that promoted the workshops to a

wide range of stakeholders, including members of the general public or elected officials, experienced higher attendance, and led to more discussion regarding issues and challenges the community faced in the Program.

The most constructive site visits shared the community's story while explaining the positive impact the projects would make to the region.

Site visits enabled Commission staff to view multiple projects and meet key stakeholders within a day or two. For example, Tulare County Association of Governments staff in Tulare County took Commission staff to view 18 projects including traveling to the Tule River Reservation and hosting a workshop all within three days. Well-prepared agencies, both large and small, were able to tell a cohesive story about the purpose and need of the project and allowed Commission staff to provide technical assistance regarding how to improve the application.

Additionally, because the Commission works closely with Caltrans, it was important to have

Caltrans Headquarters and District Office staff present during both the Central and Branch Workshops. Caltrans staff was available to answer specific technical questions, such as the appropriate process to conduct bicycle or pedestrian counts, project status reporting, non-infrastructure workplans, and required forms such as the 22-R and 22-Plan. Their presence allowed questions to be effectively addressed at the workshops.

While Commission staff truly saw the importance of in-person engagement in understanding the varying needs of communities across the state, this type of outreach also presents challenges. Comprehensive in-person engagement is time-intensive and costly. Virtual meetings allow more people to participate and greatly reduce costs, but the discussions are not as free-flowing and collaborative as those that take place during in-person meetings. A compromise approach Commission staff can utilize going forward is to target specific areas of the state that struggle with ATP success for site visits and Branch Workshops.

Addressing Emerging Trends:

As the Active Transportation Program approaches the adoption of the Statewide and Small Urban and Rural components for its fifth cycle, Commission staff sees opportunities both for further innovation in the Program, as well as a continuation of the successful aspects. As priorities change, Commission staff wants to ensure that the Program does not become stagnant, but instead mirrors the everchanging needs, challenges, and dynamics of our state.



SITE VISIT – City of San Jose’s Completed Better Bikeways San Jose Quick-Build Project

Quick-Builds:

The Quick-Build Pilot Program is new to the 2021 ATP Cycle and was refined through the engagement process. In developing the initial draft Quick-Build Pilot concept, stakeholders raised concerns the draft program did not clearly

distinguish between Quick-Build, Small Infrastructure, and demonstration Non-Infrastructure projects. As Quick-Build projects are still relatively new in active transportation, both stakeholders and Commission staff needed to increase their knowledge base regarding the Quick-Build concept and execution. While Commission staff addressed questions and concerns raised during the guidelines process, it was clear that some issues may not be answered until after applications were received or even funded.

Applications to the Pilot Program were due to the Commission by July 15, 2020. The Commission received 22 project applications, totaling \$15.2 million in ATP funding requests and valued at approximately \$15.6 million. An evaluation team consisting of Commission staff reviewed the project applications based on the screening and evaluation criteria as established in the Commission's 2021 adopted guidelines. On October 21, 2020, the Commission approved funding a total of \$4.4 million for eight projects valued at approximately \$4.7 million. Since the adoption, Commission staff has recognized areas to improve the Quick-Build Program for future cycles:

- Determine specific criteria qualifying projects as Quick-Builds in the Program guidelines.
- Include more specific questions in the application on how the project qualifies as a Quick-Build.
- Define a realistic schedule for Quick-Build projects.

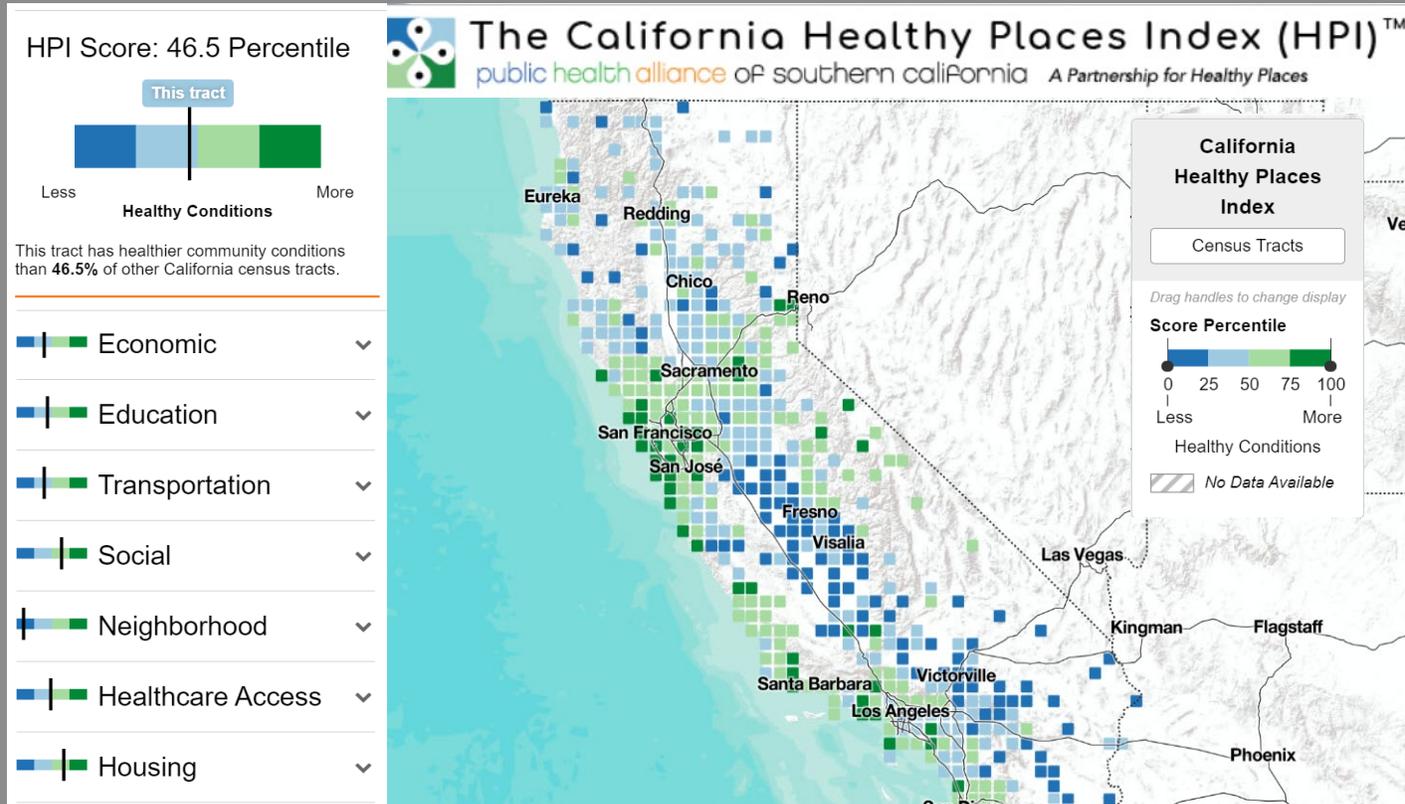
With new trends emerging in active transportation, the Quick-Build Program could inform future project types or lead to additional pilots in future cycles.

New Tools in the Active Transportation Program:

The need for alternative application data sources emerged as a major theme during the 2021 ATP engagement process. Tools such as the Healthy Places Index (HPI), first introduced as a source for public health information in the 2019 ATP Cycle, also have utility as a way for communities to highlight a disadvantaged community that does not appear in more traditional sources such as census data. Additionally, crowd-sourcing platforms, such as Street

Story, were added to the Safety question of the application, allowing applicants to demonstrate the safety need of a project area without using law enforcement data.

Figure 6 – Alternative Application Data Sources – Healthy Places Index and Street Story



The Healthy Places Index combines 25 community characteristics into a single indexed HPI score and was added as a method to qualify as a disadvantaged community in the 2021 ATP Cycle.

Equity in the Active Transportation Program:

The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. This point was affirmed in the Commission’s Racial Equity Statement, which it adopted at the January 2021 Commission Meeting. In that statement, the Commission vowed to take a number of actions, including “Ensure equity, public health, and robust public engagement via our planning and programming guidelines.” In the Active Transportation Program, equity

conversations have primarily centered around the best way to meet the Program goal of ensuring that disadvantaged communities fully share in the Program's benefits. In the context of this goal and its relationship to equity, the Program has greatly exceeded the statutory requirements with 89% of program funds benefitting disadvantaged communities in Cycles 1 through 4, and 100% of the Cycle 5 Statewide and Small Urban and Rural component projects recommended for funding.

However, there is room for improvement when considering equity as it relates to the Program engagement processes. The engagement for the 2021 Cycle often took place in disadvantaged communities, including one workshop hosted by a local community-based organization. The intent of the workshop held by the local organization was to hear from community members so they could more directly influence the ATP's policies and processes. Commission staff will look for more opportunities to work with community-based organizations in the future.

The Commission, in partnership with Caltrans and the California State Transportation Agency, has committed to hosting six or more listening sessions focused on transportation equity. The listening sessions are anticipated to begin in 2021. The feedback from the listening sessions will inform policy recommendations that may influence Commission programs and practices, including how to conduct future outreach.

WHERE ARE WE HEADED

Commission staff began the 2021 ATP engagement process with the goal of providing outreach to regions that have been less successful in the ATP. With the finalization of all 2021 ATP application scores, Commission staff found that 82% of counties which participated in workshops or site visits saw an increase in averaged scores in Cycle 5 as compared to Cycle 4. 32% of those counties increased their Cycle 5 averaged scores by over ten points compared to Cycle 4. Commission staff plans to continue detailed analysis of a region's success in the Program to identify areas of the state that are underperforming and will also continue to review the ATP engagement process and determine ways to improve our methods to ensure workshops and project tours are beneficial to agencies.

The Commission is committed to fostering transportation equity, particularly for people of color and underserved communities in California. The Commission will:

- Work to build and strengthen relationships with community-based organizations, non-profits, advocacy organizations, and other equity experts and practitioners through the Commission's forthcoming Equity Advisory Roundtable and other efforts;
- Strengthen understanding of community transportation needs and challenges through the forthcoming Community Listening Sessions;
- Ensure equity, public health, and robust public engagement via our planning and programming guidelines;
- Provide expanded opportunities for staff training related to diversity, equity, and inclusion; and
- Feature equity topics and elevate diverse perspectives in public meetings of the Commission.

Commission staff made significant efforts in increasing ATP engagement and outreach to underserved communities in Cycle 5. Commission staff would like to continue building on these efforts to find ways we can improve for the 2023 Cycle and promote equity internally and externally.

SEND US YOUR QUESTIONS!

catc.ca.gov/programs/active-transportation-program

ATP@catc.ca.gov

To learn more about the Active Transportation Program and the 2021 ATP Cycle, visit the California Transportation Commission's Active Transportation Program webpage. Please contact Commission staff for any questions regarding the Program.



RESOURCES



The Active Transportation Resource Center (ATRC) provides valuable resources and technical assistance to benefit the entire state and contribute to the success of ATP projects. It is made up of an amalgamation of universities, consultants, and state agencies that produce and provide a variety of trainings, webinars, resources, tools, and technical assistance.

In preparation for the 2021 ATP Cycle, the ATRC provided a Disadvantaged Communities Technical Assistance Program, where Local Government Commission assisted ten disadvantaged community recipients throughout the state to prepare applications for ATP Cycle 5.

To learn more about the ATRC, visit the Active Transportation Resource Center webpage.

caatpresources.org/

Gallery

Alameda County



Calaveras County



Humboldt County



Monterey County





Orange County



San Francisco County





Santa Cruz County



Tuolumne County

