2021 Active Transportation Program - Cycle 5

El Monte Branch Workshop
Wednesday February 26, 2020
Laurie Waters, Associate Deputy Director
Active Transportation 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
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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
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Five Application Types

• Large Infrastructure or Infrastructure/Non-Infrastructure
  ❖ Total Project Cost of greater than $7 million
• Medium Infrastructure or Infrastructure/Non-Infrastructure
  ❖ Total Project Cost of greater than $2 million and up to $7 million
• Small Infrastructure or Infrastructure/Non-Infrastructure
  ❖ Total Project Cost of $2 million or less
• Non-Infrastructure Only
  ❖ Education, Encouragement, and Enforcement Activities
• Plans
  ❖ Community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses disadvantaged community
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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)
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Status

- About $450 Million Available Each Cycle (Every 2 Years)
- Four Cycles of Projects Selected for Funding (2014-2019)
- Over 800 Projects Funded
- Most Provide Benefits to Disadvantaged Communities
- Almost 100% Delivery Rate
- All the Cycle 1 Projects are Completed or Under Construction
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Highlights from the 2021 Guidelines

• Schedule
• No Match Requirement – Points for Leverage
• Large Infrastructure Projects Can Request Pre-Con Only
• Performance Metrics
• Project Selection Process
• Scoring Criteria
  ❖ Scope and Plan Consistency
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Highlights from the 2021 Guidelines

• Project Study Report Equivalency
• Scope Changes
• Timely Use of Funds
• Project Reporting
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Program Challenges

• Very Over Subscribed
• Funding Requests are Getting Larger
• Program Funds all Project Phases
• Measuring Performance
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**El Monte in the ATP**

- 14 applications submitted over the 4 ATP Cycles
  - 2 applications funded (14% success)
    - 1 in the Statewide and 1 in the MPO component
- 2 applications submitted in Cycle 4
- Comments from Evaluators in Cycle 4:
  - Utilized public health partners which led to good scores in public health and public participation question
  - Inconsistencies between the Part A, narrative, and map as far as project elements
  - Project improvements didn’t address cause of collisions
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Active Transportation Resource Center

• This 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.
• http://caatpresources.org/
• Emily Abrahams: Emily.Abrahams@dot.ca.gov
• Summer Anderson-Lopez: Summer.Anderson-Lopez@dot.ca.gov
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Caltrans Local Assistance Contacts:

Jaime Espinoza
Jaime.Espinoza@dot.ca.gov

Desiree Fox
Desiree.Fox@dot.ca.gov

Teresa McWilliam
Teresa.Mcwilliam@dot.ca.gov

Roberta Jensen
Roberta.Jensen@dot.ca.gov

https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program
Thank You

More Information

Laurie Waters
Laurie.Waters@catc.ca.gov

Elika Changizi
Elika.Changizi@catc.ca.gov

Meghan Pedroncelli
Meghan.Pedroncelli@catc.ca.gov

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