2021 Active Transportation Program - Cycle 5

Tehachapi/Bishop Branch Workshops
February 4 & 5, 2020
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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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Structure

• 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
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
• 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
  - Transformative Projects
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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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District 9 in the ATP

• 21 Project Applications Submitted
• 4 Projects Selected for Funding
• 19% Success Rate – Slightly Below ATP Average
• Safety Question Appears to be Biggest Challenge
• Other Observations from Evaluators
  ❖ Not enough information on the lack of mobility in the area
  ❖ How will the connections be enhanced
  ❖ What are the key destinations
Thank You

More Information

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