Active Transportation Program Application Workshop

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January 14, 2015
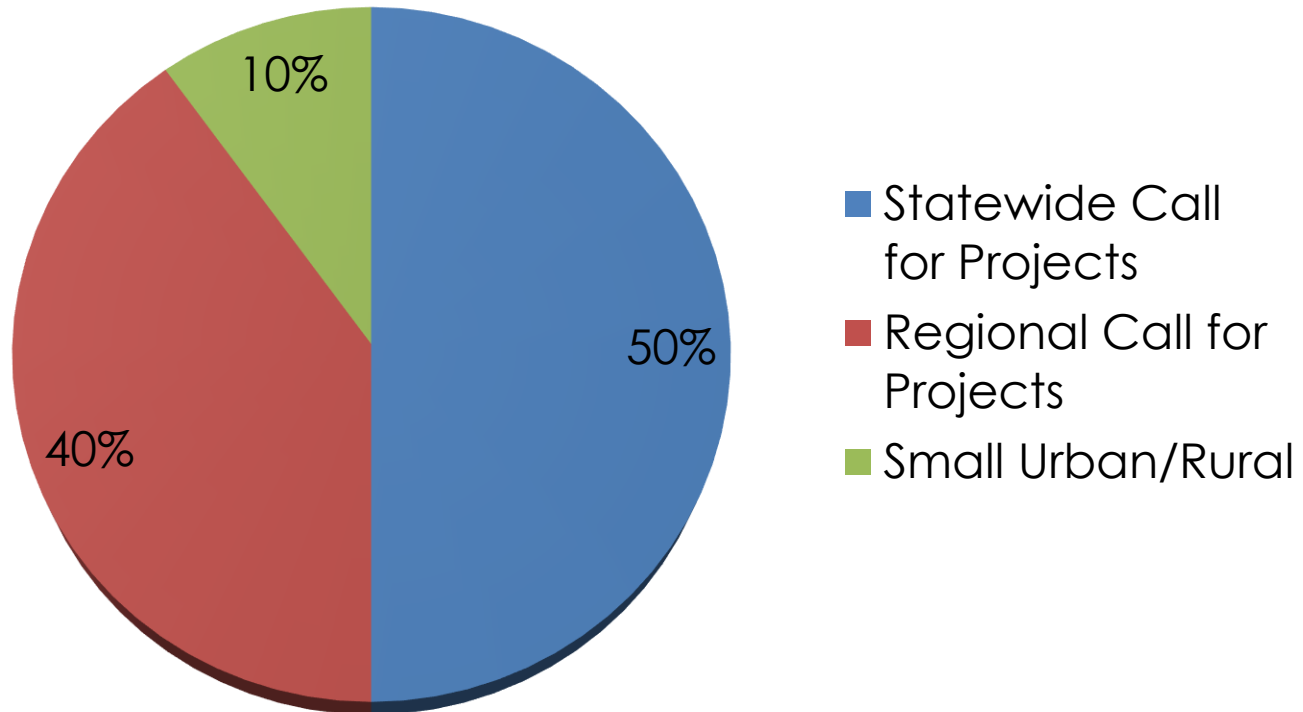
Agenda

- Background
- ATP Cycle 2
- Application Criteria
- Discussion

Background

- Created through Senate Bill 99

Pie chart:
- 50% Statewide Call for Projects
- 40% Regional Call for Projects
- 10% Small Urban/Rural

ATP Cycle 2 Fund Estimate

Expected to be Fiscal Years 16/17, 17/18, 18/19

Call for Projects	Amount
Total Program[1]	$359 million
Statewide Call for Projects[2]	$179.5 million
Southern California Association of Governments (SCAG) Regional Call for Projects [3]	$76.2 million
Projected Orange County Share from Regional Call for Projects	$12.7 million

1. 25 percent of all funds must go towards disadvantaged communities.
2. No defined minimum percentage for Safe Routes to School Projects.
3. Projects must be submitted through the Statewide Call for Projects to be considered in the Regional Call for Projects.

ATP Cycle 2 Schedule

| Date	Action
March 26, 2015	Adoption of ATP Cycle 2 Guidelines
May 31, 2015	Applications due to CTC
September 15, 2015	CTC project funding recommendations for statewide program
October 22, 2015	CTC adopts statewide program
October 22, 2015	Projects not programmed in statewide call distributed to SCAG
December 10, 2015	CTC adopts MPO regional selected projects

ATP Cycle 2 Major Changes

- Infrastructure, disadvantaged community plans, and non-infrastructure (education and outreach) are separate categories

- Will not fund feasibility studies or project study reports (PSR) for infrastructure projects

- PSR or equivalent required at time of submission

ATP Cycle 2 Major Changes

- Cannot supplant federal funds
- Standardized cost-benefit analysis tool expected (beta)
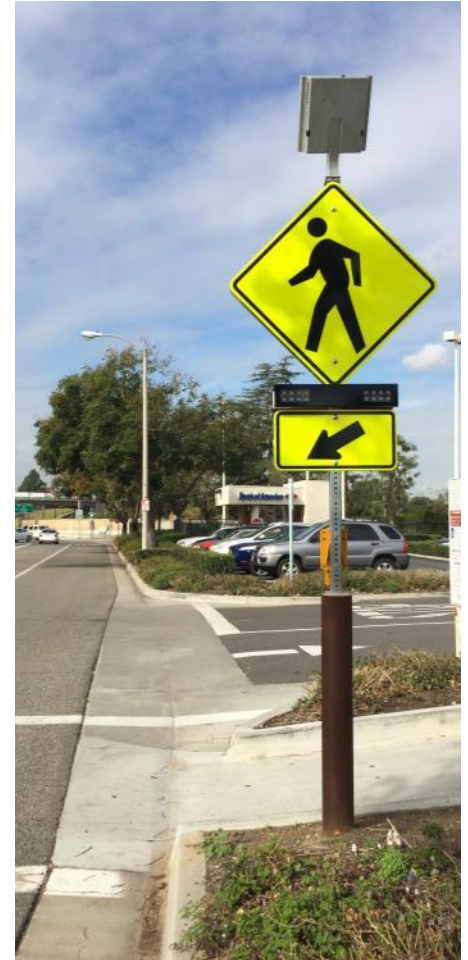
Application Criteria

- Application must demonstrate the project:
  - Increases walking and bicycling
  - Reduces pedestrian and bicycling fatalities
  - Includes public participation
  - Is cost effective
  - Improves public health
  - Demonstrates a benefit to disadvantaged communities
  - Includes conservation corps
  - Evaluates agencies performance on past grants

Lessons Learned from Cycle 1

FOLLOW INSTRUCTIONS

**DATA AND MAPS**

WELL DEFINED ANSWERS

Increase walking and bicycling

- Provide counts and data collection methodology

- Focus on connections the project provides

- Highlight Metrolink stations, transit lines/stops, trail networks, universities, employers, and other amenities

Reducing fatalities

- Use standardized datasets from Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Record System (SWITRS)

- Include dataset, maps, photos

- Highlight current problems in project site

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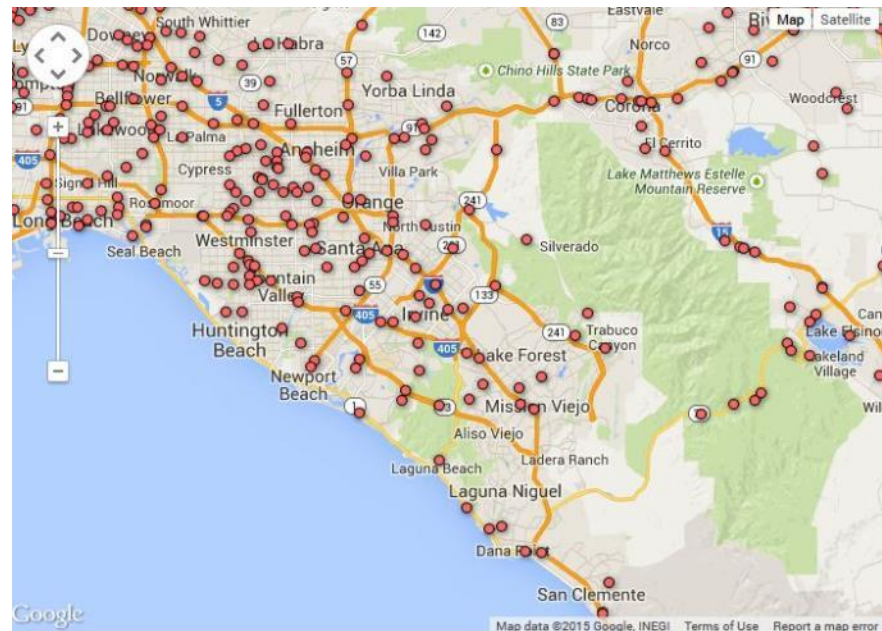
Regional Consistency

- Highlight consistency with local & regional planning efforts
    - OCTA Commuter Bikeway Strategic Plan
    - OCTA led District Bikeway Collaboratives
    - OCTA Nonmotorized Metrolink Accessibility Strategy
    - Local Bicycle Plans
    - Local General Plan
    - Other Master Plan Docments?

Public Participation

- Successful projects engaged the community through workshops
- All projects should have supporting and back-up documentation for public participation such as agendas, sign-in sheets, photos, and postings

Public Participation

- Public Participation for new projects
  - Develop focused workshops and meetings for public engagement
  - Plan engagement events at or near project
  - Reference local/regional plan consistency and include public participation excerpts from those plans

Public Participation

- Public Participation for older projects
  - Consider holding new workshops and meetings <u>now</u> while application is still pending
  - Reference local/regional plan consistency and include public participation excerpts from those plans

Public Participation

Make every effort to show robust outreach

Most reviewers believe more outreach
minimizes future community opposition

Cost Effectiveness

- Provide an explanation of the alternatives

- Caltrans will provide a standardized cost effectiveness model (beta testing)

Cost Effectiveness

Highlight the following:

- Number of employers/employees
- Metrolink stations and transit
- Highlight potential safety improvements
- Highlight population served
- Include explanation as to why cost is high, including information such as environmental concerns, grading, etc.

Public Health

- Use data and information from studies and journal articles

- Include high risk factors such as asthma and obesity

- Partner with the OC Health Care Agency for local data

- Use data from California Health Interview Survey (CHIS)

Public Health

- Amy Buch, M.A.
  - Division Manager, Health Promotion
  - County of Orange Health Care Agency
  - Public Health Services
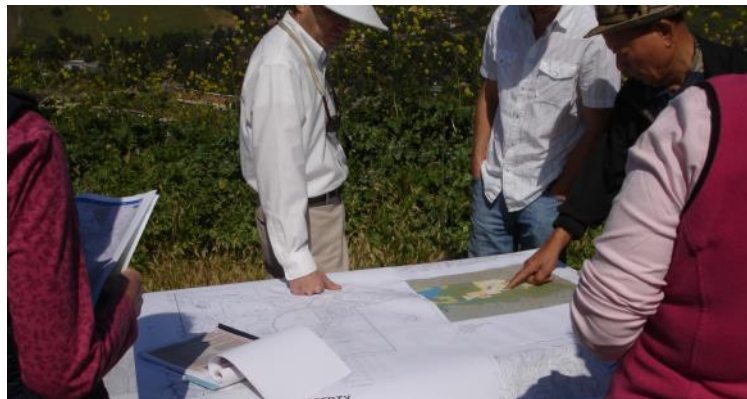 - Direct: 714.834.5728
  - Email: ABuch@ochca.com

Disadvantaged Communities

84% of the funded ATP Cycle 1 projects were in disadvantaged communities

Disadvantaged Communities

- Median Income – Highlight census tracts that will benefit from the project

- Cal Environscreen – Highlight area that is most disadvantaged

- Free or reduced price lunches

Disadvantaged Communities

- If Project is not in disadvantaged community but provides a benefit
  - If the project does not meet any of the criteria and the agency chooses to claim disadvantaged community designation, the agency must submit for consideration a <u>quantitative</u> assessment of why the community is disadvantaged.

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Disadvantaged Communities

- Discuss how the project provides a benefit to disadvantaged community by highlighting the following:
  - Connections to transit, employment centers
  - Connects to local amenities such as schools, parks, and shopping
  - Present barriers and challenges
  - Discuss reach <u>beyond the project area</u> and how it may benefit communities beyond.
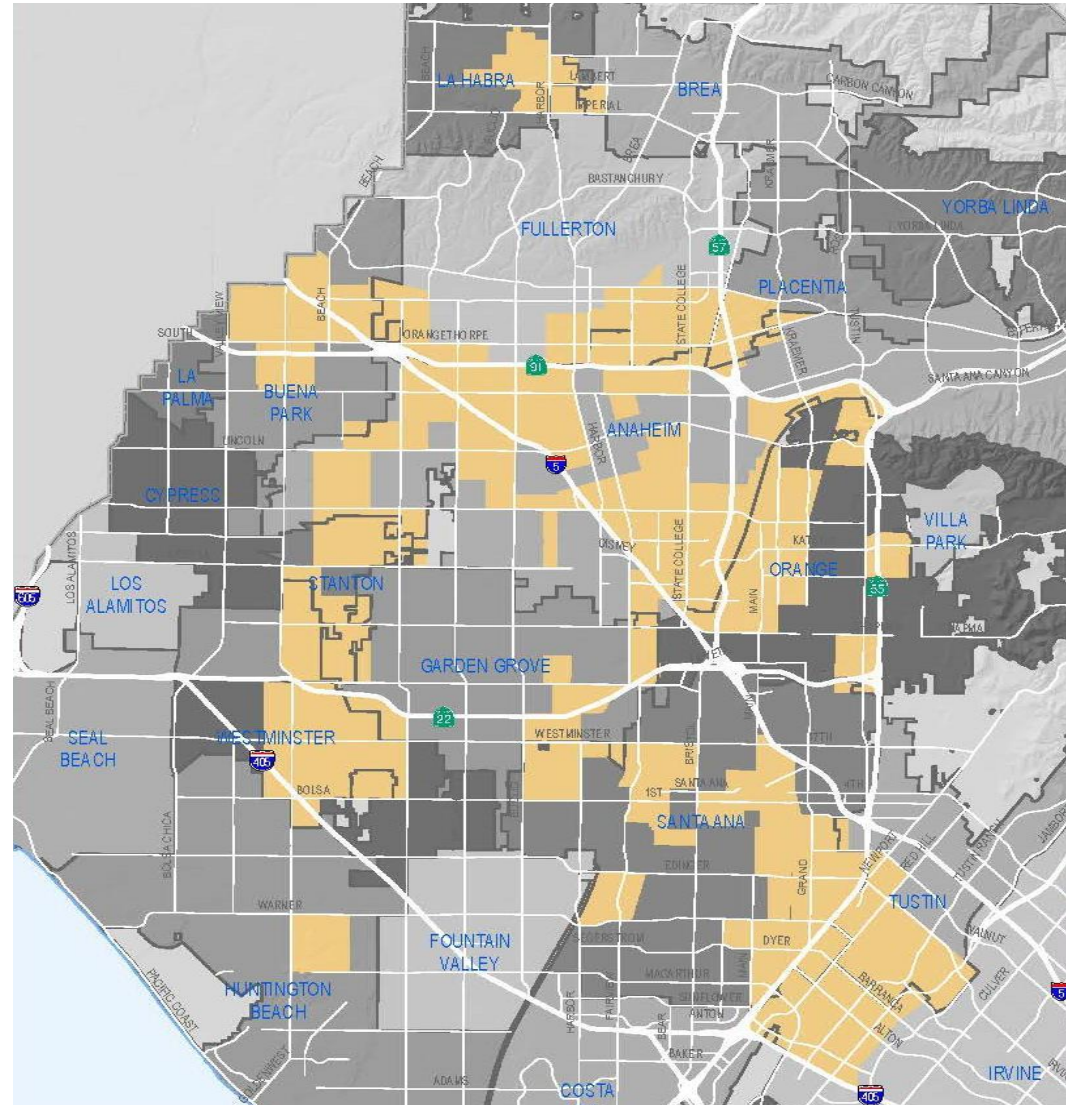
Disadvantaged Communities

- Cal Environscreen 2.0
  - At 10% levels
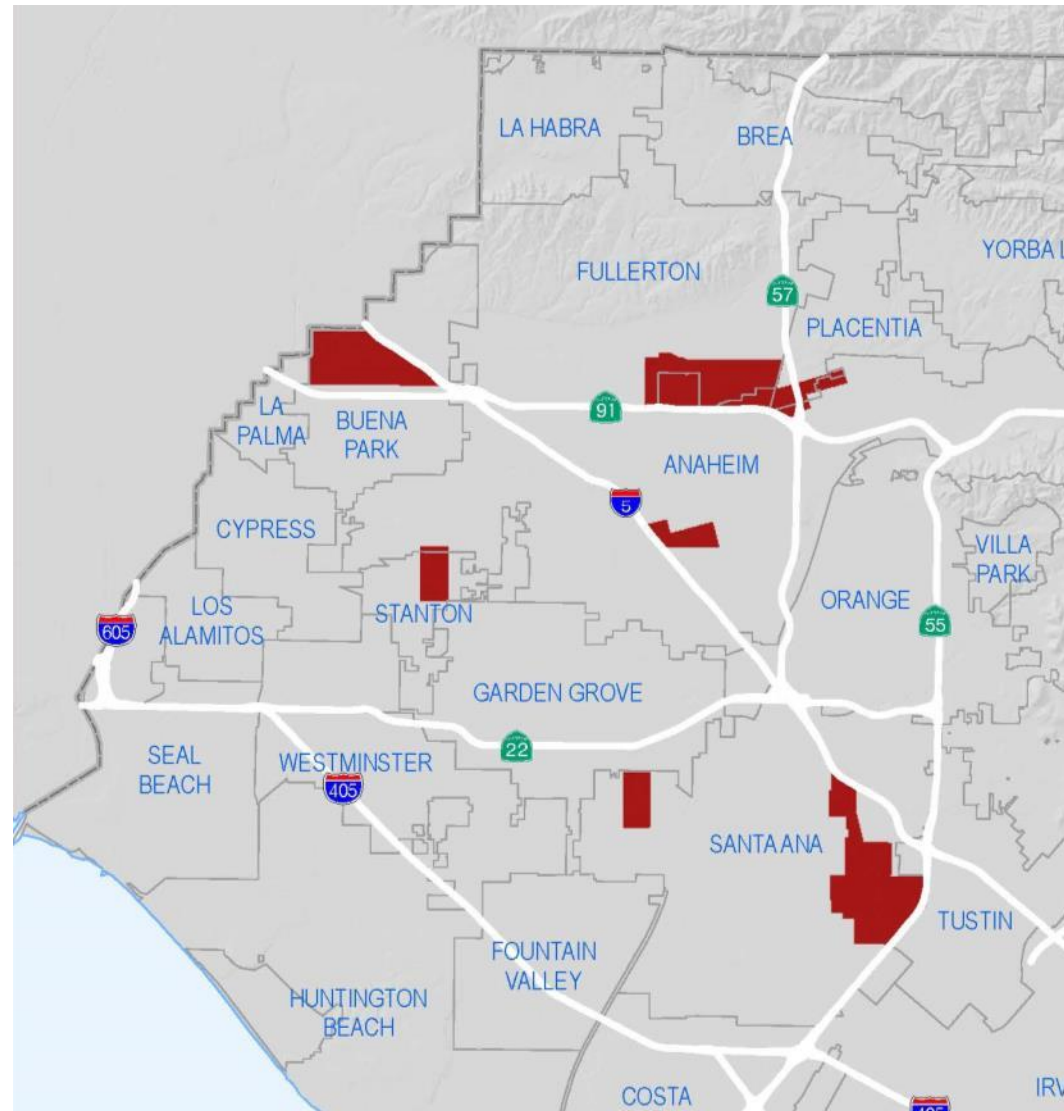
Disadvantaged Communities

- Cal Environscreen 2.0
  - At 25% levels

Disadvantaged Communities

- Do not include information for a disadvantaged community criteria if it does not show a benefit
  - Example if project is:
    - High median income census tract
    - Best Cal Environscreen score

Recap on Lessons Learned

FOLLOW INSTRUCTIONS

DATA AND MAPS

WELL DEFINED ANSWERS

Example Eligible Projects

Successful OC Cycle 1 Project Types:

Infrastructure

- Bikeways, Trails, Sidewalk Construction
- Bike Boulevard Planning/Construction
- ROW Acquisition for Trails
- Traffic Controls (Ped Signals, HAWK/PHB)
- Pedestrian/Bike Improvements near Schools
- Safety Enhancements

Example Eligible Projects

Successful OC Cycle 1 Project Types:

Non-Infrastructure

- Citywide Bike, Ped, Motorist Safety Program
- GIS-based Sidewalk Inventory
- Complete Streets Plans
- Safe Routes to School Plans (not within OC)

Provide Input on Cycle 1

- Which questions were hard to answer when cities prepared Cycle 1 Applications?

- Where did you feel that additional technical data was needed (public health, collisions)?

- Did you pursue the disadvantaged community credits?

Provide Input on Cycle 1

- Did you have a project near a school?

- Did you not pursue a project due to a lack of master planning documents?

- Would any of the following be helpful for Cycle 2?
  - OCTA Resources Webpage
  - OCTA conference calls every 2 weeks

Coming soon:
"SECURE BIKE PARKING FACILITIES"
("BIKE HUTS")

Safe Routes to School Questions?

- California Safe Routes to School (SRTS) Technical Assistance Resource Center (TARC)

- Help on SRTS Grant Application
  - Kristin Haukom, MPH
  - TARC Regional Coordinator
  - Direct: 916.208.1885
  - Email: Kristin.Haukom@cdph.ca.gov

  http://www.casaferoutestoschool.org/

Additional Resources

- **Caltrans ATP**
  http://www.dot.ca.gov/hq/LocalPrograms/atp/

- **SCAG Active Transportation**
  http://www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx?opentab=1

Contact

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