Gearing Up for a Winning ATP Application
March 13, 2018
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Linda Khamoushian, Senior Policy Advocate, California Bicycle Coalition

Agenda
- Overview of the Active Transportation Program (ATP)
- ATP Cycle 4 Timeline
- Key Changes to ATP Guidelines
- Overview of Application Types
- Lessons Learned from Previous Cycles
- Resources to Help You Prepare
- Q&A
What is the Active Transportation Program?

- Dedicated funding for walking, biking, trails, and Safe Routes to School projects
- Funded at roughly $223 million annually
- Call for projects every even numbered year, Cycle 4 to open Spring 2018

What Types of Projects are Accepted?

- **Infrastructure**
  - New or improved bikeways/walkways
  - Safe Routes to School/Transit projects
  - Bike Parking
  - Recreational trails/trailheads that improve connections to non-motorized corridors

- **Non-Infrastructure**
  - Safe Routes to School programs
  - Education, encouragement, evaluation, or enforcement programs (not focused on Safe Routes to School)
  - Temporary demonstrations/pop up events

- **Plans**
  - Community-wide walk, bike, SRTS, or active transportation plans in a disadvantaged community
Who Can Apply?

- Local, Regional, or State Agencies
- Transit Agencies
- Public Schools or School Districts
- Tribal Governments (Federally-recognized)
- Private nonprofit tax-exempt organizations may apply for Recreational Trail Projects only

ATP Statutory Goals

- Increasing walking & biking for transportation
- Improve safety for people walking & biking
- Reduce vehicle use & greenhouse gas emissions
- Enhance public health & reduce childhood obesity
- Ensure benefits to disadvantaged communities
Competitive Funding Opportunities

- Bay Area (MTC)
- Southern California (SCAG)
- San Diego (SANDAG)
- Sacramento Area (SACOG)
- Fresno (FCOG)
- Kern (KernCOG)
- San Joaquin (SJCOG)
- Stanislaus (StanCOG)
- Tulare (TCAG)
- Tahoe Metropolitan Planning Organization (TMPO)

Current ATP Funding Sources

- State Highway Account (SHA)
- Surface Transportation Block Grant Program, Transportation Alternatives Set Aside (STBGP-TAP)
- Other Federal (Highway Safety Improvement Program (HSIP) or STBGP)
- Road Maintenance and Rehabilitation Account (RRMA, or SB 1)
*$100 million is reserved in FY21-22 and FY22-23 for ATP Cycle 5
ATP Cycle 4 Timeline

- **May 16**
  - Guidelines Adoption
- **May 16**
  - State Call for Projects Opens
- **Jul 31**
  - State Call for Project Closes
- **Dec 31**
  - Staff Recommendations: Statewide + Small Urban/Rural

See Page 2 of Guidelines for Full Timeline

Key Guidelines Changes

- 4 year Programming Cycle
- Transformative Project Language
- Start Up NI Language/Definition
- DAC Definition Revisions
- Public Health added to statement of need
- 5 application types
  - Plans
  - Non-Infrastructure
  - Small Infrastructure (total cost <$1.5M)
  - Medium Infrastructure (b/w $1.5M-$7M)
  - Large Infrastructure (total cost >$7M)

Plan Application

Eligible Plans:

- Bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominantly located in a disadvantaged community

- Up to 2% of the statewide competitive funding and small urban and rural; Large MPOs can set aside up to 2% of funding for Plans in DACs

- Appendix A of Guidelines – Guidance for plans, list of components that must be included

Check if your community has a plan:
http://www.calbike.org/bike_ped_plan_inventory
Non-Infrastructure Application

Eligible Projects:
• Education, encouragement, and enforcement activities that further the goals of the ATP

• Can be start-up programs and new or expanded components of existing programs; cannot fund existing or ongoing program operations

• Commission priority on start-up programs; all NI must demonstrate program sustainability

Non-Infrastructure Application

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<th>100 Total Possible Points</th>
<th>Benefit to Disadvantaged Communities</th>
<th>Statement of Need</th>
<th>Safety</th>
<th>Public Participation &amp; Planning</th>
<th>Evaluation + Sustainability</th>
<th>Innovative Program Elements</th>
<th>Program Scope + Implementation</th>
<th>Partnering with Conservation Corps</th>
<th>Poor Performance on Past Caltrans Grants</th>
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**Small Infrastructure Application**

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**Medium Infrastructure Application**

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<td>Scope/Plan Consistency</td>
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### Large Infrastructure Application

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<tr>
<td>-10 to 0</td>
<td>Poor Performance on Past Caltrans Grants</td>
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**100 Total Possible Points**

The best applications demonstrate:

1. Proposed projects meet the **goals** of the ATP program

2. **Multiple sectors and various stakeholders** were consulted

3. Data gathered is **meaningful, legitimate, based on target community**, presented clearly and understandably

### Lessons Learned from Previous Cycles
Tips for success:

1. **Read instructions, guidelines, and scoring rubrics** carefully – start now!

2. Focus application efforts on questions with largest amount of points – but don’t *neglect* any question

3. **Learn from the winners** – 3 Cycles worth of high scoring projects to review that may be similar to what you are proposing

4. Incorporate **standards of tomorrow** – not yesterday’s strategies

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Resources

- **Caltrans Active Transportation Resource Center (ATRC)**
  - [http://caatpresources.org/](http://caatpresources.org/)
  - Upcoming Flash Training Webinars

- **ATRT TA Consultations**
  - For DACs in Riverside or Tulare Counties
  - April 2-5, 2018
  - Contact Barry Bergman, barry@railstotrails.org

- **Strategic Growth Council Pilot CCI ATP TA**
  - In-Depth TA for 3-5 DACs
  - Survey Due April 6: [https://www.surveymonkey.com/r/ATPtechnicalassistance](https://www.surveymonkey.com/r/ATPtechnicalassistance)

- **Cal Walks ATP Application Guidance**
  - One-on-one assistance for DACs in Central Valley, North State, North Coast, or San Bernardino County
  - Contact Esther Postiglione, esther@californiawalks.org