

2019 Active Transportation Program FAQs

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General information

What is the Active Transportation Program (ATP)?

ATP is a funding program that encourages increased use of active modes of transportation. The ATP consolidated various transportation programs into a single program. Half of the money is distributed through a competitive statewide program, and a portion of the money is distributed competitively by large metropolitan planning organizations (MPO), like SACOG.

What is the schedule for the 2019 ATP?

The California Transportation Commission (CTC) announced the State ATP call for projects on May 22. Applications are due July 31.

The Regional ATP schedule is draft as well: applications are proposed to be due at the end of August with a draft funding recommendation available by the end of January 2019.

In which years are funds available?

The CTC will program funds across four years: [Road Repair and Accountability Act of 2017](#) (SB 1) funds in 2020 and 2021, and other state and federal ATP funds in 2022 and 2023.

New Information is highlighted

To make ATP a four-year program starting this year, the CTC is "holding on" to the SB 1 funds in 2022 and 2023 until the 2021 ATP.

How much money will be available?

The CTC approved a fund estimate on May 16, 2018, identifying \$439,560,000 for the State ATP and \$11,664,000 for SACOG's Six-County Regional ATP.

Will SACOG offer application technical assistance for State ATP applications?

Yes, SACOG will. Our technical assistance program will have the following elements:

1. Staff released a project performance assessment tool in April to help agencies select competitive projects. The tool is required in the Regional Program (separate from ATP) but includes many indicators for multimodal projects. ([link to tool](#), [more information about the tool](#))
2. Staff will discuss your potential projects with you at any time leading up to application submittal.
3. Staff will review and provide comments on draft applications in the month of July. Draft applications must be submitted to Victoria Cacciatore for review by **Friday, July 13**. You will receive comments on your draft application within one week of sending the draft to Victoria.

Who do I contact?

ATP Guidelines and Statewide Competition

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What are the big changes from the 2017 ATP?

Applications

CTC and Caltrans created a new application process and allocation of points for each scoring criterion. Instead of one application for all projects, there will be five applications based on the type of project and the total project cost:

1. Plan

New Information is highlighted

2. Non-infrastructure
3. Small infrastructure (total project cost < \$1,500,000)
4. Medium infrastructure (\$1,500,000 <total project cost < \$7,000,000)
5. Large infrastructure (total project cost > \$7,000,000)

The application is available on Caltrans' website:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html>

Check back often for updates and to ensure you are using the most up-to-date version!

Although there are five different applications based on your project type, all applicants will use form LAPG 22U. The application will update to give you the project-specific questions *after* you select your project type on page 5 of the application (Part A3: Project Type)

All projects compete against each other and there are no carve-outs based on your project type. Small infrastructure projects will compete against large infrastructure projects, plans will compete against medium infrastructure projects, and so on.

Process for applying

Project sponsors must apply to the State ATP to compete in the Regional ATP.

Any project requesting over \$10,000,000 in ATP funding would require an onsite field review with Caltrans and CTC staff.

Any project with a total project cost of more than \$25 million or receiving more than \$10 million ATP must enter into a baseline agreement and submit quarterly (instead of semi-annual) progress reports.

How points are awarded

With five new applications for different project types, the break-out of points for each scoring metric are different. Each project type is able to score 100 points.

New metrics include:

- scope/implementation, where the evaluator would rate how well the scope matches the need described in the application,
- context sensitive design and innovation, where the evaluator would rate the appropriateness of the treatments for an ATP project and assess the use of innovative features (e.g. new designs), and
- transformative impact, where the evaluator would rate the proposed impact of the project on the community.

New Information is highlighted

Approved (May 16, 2018) scoring breakdown:

Points category	Large Infrastructure	Medium Infrastructure	Small Infrastructure	Non-Infrastructure only	Plan
Disadvantaged Community benefit	10	10	10	10	30
Increasing bike/walk ("need")	38	43	53	40	20
Safety	20	25	25	10	N/A
Public Participation & Planning	10	10	10	15	25
Evaluation & Sustainability	N/A	N/A	N/A	10	N/A
Context Sensitive Design & Innovation	5	5	N/A	5	N/A
Transformative Impact on Community	5	N/A	N/A	N/A	N/A
Cost effective	5	N/A	N/A	N/A	N/A
Leveraging funds	5	5	N/A	N/A	N/A
Project Scope/Implementation	2	2	2	10	25
CCC participation	0 or -5	0 or -5	0 or -5	0 or -5	N/A
ATP delivery	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
Total	100	100	100	100	100

Regional Disadvantaged Communities Definitions in the State ATP

The CTC is allowing SACOG to propose a methodology to use our Low Income High Minority Area (LIHM) from the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy for the State ATP. The LIHM areas are included on the [ATP mapping site](#).

Tips for your State ATP application

1. Sign up to receive updates from the Active Transportation Resource Center. (email Emily Abrahams to get on the list: emily.abrahams@dot.ca.gov)
2. Write your grant application in plain language. The reviewer can't love your project if they don't understand it, so be direct and clear. Write short sentences and short sections to break up information into manageable chunks. More tips on plain language writing are online: <https://www.plainlanguage.gov/guidelines/>
3. Use SACOG's technical assistance (e.g. reviewing draft grant applications)
4. Check out the Project Performance Assessment (PPA) tool. It translates the MTP/SCS data (and other large data sets) and analysis into indicators that show which areas promise to

New Information is highlighted

increase biking and walking trips over time. It also helps you see how your project's performance indicators compare to the average performance indicators for similar areas (i.e. community types from the MTP/SCS) and the regional average.

Some ideas of how you could use the performance indicators include:

- a. A higher percent on the "**bike lane + path/total road mileage**" indicator can help frame your project as a gap-filling project. It also helps demonstrate how your project is building out a network of dedicated bicycle facilities to make many different trips possible, not just the immediate connection from the project.
- b. A negative value on your project's "**change VMT/capita**" means your project area is forecasted to decrease vehicle miles travelled over time through reducing or eliminating vehicle trips. Increasing the quality and reach of your active transportation facilities is one part of how you are making those trip reductions possible.
- c. A higher than average value on your project's "**T/B/W future mode share**" means your project area is forecasted to have more trips taken by transit, biking, and walking. Active transportation network investments will help make those forecasted trips a reality.
- d. A higher percent on the "**% LIHM Population**" can help you discuss how much of the population in the project area is disadvantaged using the regional definition (e.g. helpful if your project is only partially located within a disadvantaged community)

Contact SACOG staff for more ideas!

Regional ATP

Regional ATP schedule

Regional ATP supplemental applications will be due August 31. The full schedule of Regional ATP milestones is available online: <https://www.sacog.org/pod/state-and-regional-atp-milestones>

Regional ATP Policy Framework

The SACOG Board of Directors reviewed the draft Regional ATP Policy Framework in May. They will review the final Regional ATP Policy Framework for action in June. ([read the draft Policy Framework](#))

Proposed scoring changes from the 2017 Regional ATP Policy Framework:

- Add a scoring criterion for how the project provides an economic benefit to the project area.
- Remove the public health criterion (consistent with the State's approach)
- Increase the points awarded for increasing biking and walking
- Increase the points awarded for context sensitive design
- Decrease the points awarded for safety