Overview

- Creation of Active Transportation Program
- Funding Available
- Program Guideline Development
- Timeline and Eligibility
Creation of Active Transportation Program

- Legislative action in September 2013
- Consolidates existing federal and state active transportation programs
- Administered by Caltrans Division of Local Assistance

Funding Available

- Estimated $120 million annually from existing programs*:
  - Federal Transportation Alternatives Program (TAP, in MAP-21)
  - Bicycle Transportation Account (BTA)
  - State Safe Routes to School (SR2S)
- Mix of state and federal fund types

* The Governor’s Budget may include additional funds
Funding Available, cont.

• To be distributed as follows:
  ▪ 50% - Statewide Competitive Basis
  ▪ 40% - MPOs in urban areas over 200,000 population
    - MTC share: $10 million annually
    - Regional competitive process
  ▪ 10% - small and rural regions

• Statutory requirements around:
  ▪ Funds to disadvantaged communities (25% of total)
  ▪ Funds reserved for SR2S ($24 million of statewide competitive share) for a three-year period

ATP Guideline Development

• Alameda CTC participated in:
  ▪ CTC workgroup
  ▪ MPO and CMA letters

• Input focused on:
  ▪ Ensuring federal obligation deadlines can be met
  ▪ Streamlining project review via lump-sum allocation to regions
  ▪ Ensuring flexibility in regional program
  ▪ Ensuring small and non-infrastructure projects well-represented

• Draft Guidelines currently out; Final Guidelines to be adopted by CTC on March 20
Timeline and Eligibility*

• Program Schedule
  • March 20 – CTC adopts guidelines
  • March 21 – State call for projects
  • May 21 – State applications due; MPO guidelines to CTC
  • June 25 – CTC approves/rejects MPO guidelines
  • Late June - Early July – MPO call for projects
  • August 20 – Commission adopts statewide ATP, projects not selected referred to MPOs
  • September 30 – MPO project programming recommendations to CTC
  • November 2014 – Commission programs MPO selected projects

* Information based on December 30, 2013 Draft Guidelines – Subject to change

Timeline and Eligibility, Cont.*

• Eligible Applicants
  • Local, regional, state agencies
  • Caltrans
  • Transit agencies
  • Natural resource and public land agencies
  • School districts, local education agencies, or schools
  • Tribal governments
  • Non-profits (recreational trail projects only)
  • Other entities deemed eligible by CTC and Caltrans

• Eligible Projects
  • Infrastructure – planning, design, construction, no maintenance
  • Non-infrastructure – focus on pilot/start-up, not ongoing operations
  • Infrastructure with non-infrastructure components
  • Funds to be made available for active transportation plans in disadvantaged communities

* Information based on December 30, 2013 Draft Guidelines – Subject to change
Timeline and Eligibility, Cont.*

- Statewide competitive portion
  - Minimum infrastructure project size of $250,000 for non-SR2S projects
  - Minimum match of 10% if over $1 million and not in disadvantaged community
  - Disadvantaged communities and criteria as defined in guidelines
- MPO portion
  - MTC has flexibility to adopt own minimum project size, match requirements, disadvantaged communities definition, and criteria
  - CTC must approve MPO guidelines

* Information based on December 30, 2013 Draft Guidelines – Subject to change

Active Transportation Plans

- A percentage of ATP funding available for funding active transportation plans in disadvantaged communities
  - Percentage to be based on number of applicants
  - Priority to jurisdictions with no current plan
- Guidelines include components that should be included in Active Transportation Plan
  - Based on BTA checklist, but expanded
  - Discussion around whether list should be “as applicable”
Questions/Comments?