

SB 1 (Chapter 5, Statutes of 2017) – Competitive Programs

- Active Transportation Program (ATP)
- Local Partnership Program (50 percent competitive)
- Solutions for Congested Corridors
- Trade Corridor Enhancement Program
- Transit Intercity Rail Capital Program (TIRCP)

ATP

The ATP funding program under SB 1 (Chapter 5, Statutes of 2017) provides an additional \$100 million over and above what the program is currently receiving through state and federal resources, which combined will provide \$230 million statewide on an annual basis. The Orange County Transportation Authority (OCTA) is expecting to receive an additional \$3.5 million per year through the Southern California Association of Governments (SCAG) regional metropolitan planning organization (MPO) call for projects (call).

ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds are awarded on a statewide basis. Forty percent of funds will be awarded to large MPOs with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction (GHG) goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The existing ATP requires that a minimum of 25 percent of the funds be spent to benefit disadvantaged communities (DAC). This requirement was not included for the SB 1 Program funds but the California Transportation Commission (CTC) ATP funds a much higher level of projects that provide benefit to DAC than the legislation originally required. While the ATP Guidelines do allow some flexibility in what is defined as a DAC, Orange County has limited areas that qualify to meet this requirement. In the first three cycles of the ATP, 256 projects were awarded funds through the

statewide call, and only 17 projects did not include benefits for DAC, so 93 percent of the projects which were awarded funds through the statewide call provided a benefit to DAC. Most of those projects were in the first cycle. In cycle 2 there were only three projects awarded funds that did not include benefits to DAC, and in cycle 3 only projects that included benefits for DAC were awarded funds. The City of Anaheim and the City of Santa Ana are the only local agencies in Orange County that have been awarded funds through the statewide ATP call.

Fortunately, Orange County is provided a funding target through the SCAG regional MPOs call that allows Orange County agencies to complete internally and still receive funds through the ATP. It is expected that the SB 1 funding program will follow the existing ATP Guidelines.

The CTC is proposing to use the first two years of SB 1 ATP funds (50 percent of the funding or \$100 million will be distributed through statewide call) to advance projects into fiscal year 2017-18 and 2018-19 that were funded in cycle 3 in later years, and also to fund projects that submitted applications in cycle 3, but were not awarded funds. Orange County will receive approximately \$7 million through the regional MPOs SB 1 augmented call. The cycle 4 call is expected to be released in 2018.

#	Implementing Agency	Project Title	Total ATP Request	Total Project Cost	Statewide Score	Total Score with OCTA points
Funded ATP Projects						
1	Santa Ana	City of Santa Ana - First Street Pedestrian Improvements	\$ 4,572	\$ 4,572	88	88
2	Santa Ana	City of Santa Ana - West Willits Street Protected Bicycle Lanes	\$ 2,970	\$ 2,970	80	88
3	Santa Ana	City of Santa Ana – Safe Routes to School – Davis Elementary American Disabilities Act Compliance	\$ 5,754	\$ 5,754	80	87
4	Santa Ana	City of Santa Ana - Pedestrian and Bicyclist Education Campaign	\$ 500	\$ 500	77	77
5	Fountain Valley	Fountain Valley Pedestrian Pathway Improvement within School Zones	\$ 226	\$ 296	68	70
TOTAL			\$ 14,022	\$ 14,092		

#	Implementing Agency	Project Title	Total ATP Request	Total Project Cost	Statewide Score	Total Score with OCTA points
Unfunded ATP Projects						
6	Santa Ana	City of Santa Ana - Ross Street Protected Bicycle Lanes	\$ 3,576	\$ 3,576	81	81
7	Orange County	Hazard Avenue Bikeway Project ¹	\$ 3,566	\$ 3,566	77	82
8	Buena Park	Buena Park School District Safe Routes to School Improvements	\$ 1,644	\$ 1,654	79	81
9	Orange County	OC Loop Coyote Creek Bikeway (Segments O, P, Q)	\$ 11,121	\$ 26,257	68	78
10	Tustin	Armstrong Avenue Bicycle and Pedestrian Bridge	\$ 3,000	\$ 3,000	66	76
11	La Habra	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	\$ 863	\$ 975	61	71
12	Anaheim	Anaheim Canyon Metrolink Station Access Project	\$ 3,005	\$ 16,025	56	66
13	Irvine	Jeffrey Open Space Trail at Interstate 5 Bicycle and Pedestrian Bridge Project	\$ 9,050	\$ 10,609	55	65
14	Seal Beach	Lampson Avenue Bike Lane Gap Closure Project 2016	\$ 1,012	\$ 1,265	50	51
15	Orange County	Surfside Inn Pedestrian Overcrossing Phase II	\$ 5,395	\$ 5,395	43	48
16	Anaheim	Santa Ana Canyon Road Multi-Use Trail Project	\$ 2,005	\$ 3,148	43	46
17	Anaheim	Nohl Ranch Open Space Trail	\$ 1,143	\$ 1,343	37	43
18	Laguna Hills	La Paz Road Southerly Sidewalk Widening	\$ 1,010	\$ 1,010	38.5	41.5
19	Lake Forest	Lake Forest Foothill Ranch Elementary School Zone and Crosswalk	\$ 174	\$ 174	36	36
TOTAL			\$ 46,564	\$ 77,997		

1. Project may not be eligible to receive ATP funds due to the approved ATP Guidelines disallowing the supplanting of funds. The project was awarded \$3 million through the 2016 Bicycle Corridor Improvement Program call.

Local Partnership Program (LPP) (50 percent competitive)

SB 1 includes the LPP which provides \$200 million annually, in order to reward existing self-help counties and agencies that have passed developer fee programs on their own, and encourage aspiring agencies to achieve the voter thresholds required to impose local sales tax and developer fees for transportation. The legislation lacks specific direction regarding either a formula or competitive program, but states that the CTC must have guidelines in place by January 1, 2018.

Lacking specific direction from the legislature, the CTC proposed that the funding program be distributed 75 percent through a competitive program and 25 percent through a formula program. Since the initial proposal, the Self-Help Counties Coalition negotiated with the CTC to allow 50 percent of the funds be distributed through a formula program, and 50 percent of the funds to be distributed through a competitive program.

Following this negotiation, the legislature's intent was clarified in a letter from the State Legislature's transportation committee chairs (Senator Jim Beall {D-San Jose} and Assembly Member Jim Frazier {D-Oakley}) to the CTC, offering clarification on their intent with regard to the State Local Partnership Program (SLPP), that it would be implemented in the same manner as the state's Proposition 1B SLPP, which provided 95 percent of the funding through a formula distribution and five percent through a competitive distribution. The letter requested that the CTC revisit the formula/competitive distribution in two years to consider increasing the formula share of funds.

Funds appeared to be provided for road maintenance and rehabilitation purposes and included the potential to use the funds for sound walls under certain circumstances. Recent budget trailer bill language has clarified that the funds will be provided to regional and local agencies who have received voter approval for taxes or fees dedicated solely for transportation purposes, and that other transportation improvement projects beyond maintenance and repair may also be funded.

Project recipients will be required to report on progress and outcomes of LPP-funded projects.

Solutions for Congested Corridors (SCC)

SB 1 includes the SCC funding program which provides \$250 million annually to provide more transportation choices by making multi-modal improvements within highly congested travel corridors including transportation, environmental and community access considerations. The CTC is required to allocate no more than 50 percent of the funds to projects nominated by the California Department of Transportation (Caltrans). Projects selected for funding must make specific corridor improvements, be part of a comprehensive corridor plan, preserve the character of the local community and create opportunities for neighborhood enhancement projects.

OCTA will need to develop a corridor plan for any project submitted for consideration of funding. A preference is to be given to projects that are in a plan which was developed collaboratively between Caltrans and the local and regional agencies. The plans may include and the funding will support improvements to:

- State highways (limited to managed {high-occupancy toll or high-occupancy vehicle} auxiliary and truck climbing lanes)
- Local streets and roads
- Public transit facilities, including rail
- Bicycle and pedestrian facilities
- Restoration and preservation work that protect critical habitat or open space

Also there are limitations on highway projects related to increases in vehicle miles traveled, GHG emission reduction, and reduction of air pollution.

The CTC must score each project based on criteria that considers:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Ambient air standards and GHG emission reduction
- Efficient land use
- Matching funds
- Project deliverability

Project recipients will be required to report on progress and outcomes of SCC-funded projects.

Trade Corridor Enhancement Program (TCEP)

The TCEP funding program under SB 1 provides an additional \$300 million annually, which will be combined in the first three years of programming with the Federal National Freight Program funds of approximately \$550 million.

Budget trailer bill language is currently pending to provide guidance for this program. Under the proposed trailer bill, the funds are to be spent on:

- State highway and local road capital and operations improvements
- Freight rail systems
- Enhancements to the ports (with limitations)
- Truck corridor improvements including dedicated truck facilities, zero emission trucks, truck information technology systems elements
- Border access improvements

- Surface transportation to and from land ports, sea ports and airports to facilitate goods movement
- Pilot projects in the sustainable freight plan

Funds will be divided 60 percent to geographic corridors through targets and 40 percent to the state. Projects nominated jointly by the state and the region will be prioritized. Corridor targets may be adjusted in considering geographic balance based on funds that are provided by the state to certain regions.

The CTC has to consider the following in selecting projects for the 60 percent funds:

- State's most urgent need
- Balances demands among land, sea and airports
- Considers mobility and safety while reducing emissions of diesel particulates, GHG and other pollutants (particularly impacting DAC)
- Contributions to the state's economy
- Recognizes the key role of the state in project identification
- Supports a corridor-based approach
- Includes DAC measures with some caveats regarding definition and tools

Project nominations have to include qualitative or quantitative assessment of the benefits. CTC must consider velocity, throughput, reliability, and congestion reduction when allocating funds.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP under SB1 provides an additional \$245 million annually to the TIRCP call for projects. The funds augment the existing Greenhouse Gas Reduction funds awarded through the program.

The program provides funding for transformative capital improvements that modernized intercity, commuter, and urban rail systems, bus transit systems with a goal to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. Historically, OCTA has used these funds for mobile ticketing upgrades and the OC Streetcar project.

CalSTA is in the process of developing guidelines. Staff will return to the Board as information becomes available.

Local Planning Grants

The Local Planning Grants under SB1 provides \$45 million annually to the Caltran's Sustainability Planning Grants (SPG) of which, \$25 million are to be used towards Transportation Planning Grants

The Transportation Planning Grants provides funding for transportation planning studies with consideration of sustainability, preservation, mobility, safety, innovation, economy, health and equality.

Caltrans is in the process of developing guidelines for the program. Staff will return to the Board as information becomes available.