

2019 Active Transportation Program Fact Sheet**Background**

The Active Transportation Program (ATP) was created by SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds will be awarded on a statewide basis. Forty percent of funds will be awarded to large metropolitan planning organizations (MPO) 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 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.

Summary of Requirements

Eligible Applicants	<ul style="list-style-type: none"> • Orange County cities • County of Orange • Orange County Transportation Authority (OCTA) • California Department of Transportation (Caltrans) • Transit agencies • Schools and school districts • Public land and natural resource agencies • Tribal governments • Non-profits
Projected Funding Estimate ¹	<ul style="list-style-type: none"> • State and federal fund source • \$245 million – State of California call for projects (call) • \$53 million – Southern California Association of Governments (SCAG) call (estimated \$13.962 million to Orange County projects) • Funds must be programmed in fiscal years 2019-20 through 2022-23 • \$250,000 minimum request (infrastructure projects) • 25 percent of funds to disadvantaged communities² • No match required through statewide call

¹ Projected fund estimate is based on SCAG funding targets.

² Disadvantaged community eligibility is determined based on one of the following criteria: census tract median income, Cal Enviro Screen score, and the National School Lunch Program.

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Eligible Projects	<p>Federally eligible projects selected through a competitive process:</p> <ul style="list-style-type: none"> • Bicycle and/or pedestrian infrastructure projects, including environmental, design, right-of-way (ROW), and construction • Bicycle and/or pedestrian non-infrastructure projects, including education, enforcement, some planning activities, Safe Routes to Schools outreach
Additional Requirements/ Considerations	<ul style="list-style-type: none"> • A minimum of 25 percent of funds will be provided to disadvantaged communities • Confirmation of Qualified Conservation Corps partnership, where applicable • Semi-annual reporting • Compliance with the National Environmental Policy Act, Caltrans ROW certification, and Federal Highways Administration authorization to proceed
Timeline	<ul style="list-style-type: none"> • May 17, 2018 – California Transportation Commission (CTC) 2019 ATP Cycle 4 Guidelines • May 17, 2018 – CTC issues call • July 31, 2018 – 2019 ATP applications due to CTC • October 1, 2018 – Local project prioritization methodology to the Regional Planning and Highways Committee for consideration • October 8, 2018 – Local project prioritization methodology to the Board of Directors (Board) for approval • December 3, 2018 – Local project prioritization point assignment to regional program to the Regional Planning and Highways Committee for consideration • December 10, 2018 – Local project prioritization point assignment to regional program (20 points) to the Board for approval • December 31, 2018 – deadline to submit OCTA point assignments to SCAG • December 31, 2018 – CTC staff recommendation for statewide and small urban and rural portions of the program posted • January 30, 2019 – CTC adopts statewide and rural/small urban component • January 31, 2019 – CTC distributes projects not programmed in statewide and rural/small urban components to SCAG • April 4, 2019 – SCAG Regional Council adopts SCAG Regional Program Approval • April 30, 2019 – deadline to submit DRAFT MPO regional program of projects to CTC • June 26, 2019 – CTC adopts MPO selected projects

Additional Information

Caltrans ATP

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

SCAG ATP

<http://www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx?opentab=1>