

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority
  
- Chair  
Karina Macias  
Mayor  
City of Huntington Park
  
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- Secretary  
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Mayor  
City of Cudahy
  
- Executive Director  
Michael R. Kodama
  
- General Counsel  
Teresa L. Highsmith
  
- Ex-Officio  
William Rawlings  
City Manager Representative

**AGENDA REPORT**

**TO:** Members of Eco-Rapid Transit Board of Directors  
**FROM:** Michael Kodama, Executive Director  
**DATE:** April 8, 2020  
**SUBJECT: UPDATE AND/OR ACTION REGARDING CALTRANS ACTIVE TRANSPORTATION PROGRAM CYCLE 5**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

**ISSUE**

The Applications for the California Department of Transportation (Caltrans) Active Transportation Program Cycle 5 are now due on June 15, 2020.

The Applicant will enter into a Master Agreement (MA) with Caltrans and will be responsible for all requirements under the MA, including but not limited to, the use and expenditure of the program funds, delivery of the project within all pertinent Federal and State funding requirements, and future operational and maintenance needs. The applicant can be a city, county, tribal government, public health department, transit agency, school district, natural resources agency, public lands agency, Metropolitan Planning Organization (MPO), or Regional Transit Planning Agency (RTPA).

**BACKGROUND**

The goals of the California Department of Transportation (Caltrans) Active Transportation Program is to:

- Increase walking and biking
- Increase safety of non-motorized users
- Help regional agencies meet their SB 375 goals
- Enhance public health
- Ensure disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

The Caltrans Active Transportation Program is a competitive funding program. About \$450 million is available each cycle (every 2 years). Funds are distributed into 3 components.

- 50% state
- 10% for small urban and rural
- 40% for Metropolitan Planning Organization areas



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25% of funds in each component must benefit disadvantaged communities.

The Caltrans Active Transportation Program Cycle 5 funds can be used for:

- Large Infrastructure or Infrastructure/Non-Infrastructure Total Project Cost of greater than \$7 million
- Medium Infrastructure or Infrastructure/Non-Infrastructure Total Project Cost of greater than \$2 million and up to \$7 million
- Small Infrastructure or Infrastructure/Non-Infrastructure Total Project Cost of \$2 million or less
- Non-Infrastructure Only Education, Encouragement, and Enforcement Activities
- Plans Community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses disadvantaged community

## RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item

# 2021 Active Transportation Program - Cycle 5



El Monte Branch Workshop  
Wednesday February 26, 2020  
Laurie Waters, Associate Deputy Director

# Active Transportation Program

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## Goals

- Increase walking and biking
- Increase safety of non-motorized users
- Help regional agencies meet their SB 375 goals
- Enhance public health
- Ensure disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

# Active Transportation Program

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## Structure

- Competitive funding program
- Funds distributed into the 3 ATP components
  - ❖ 50% for the Statewide Component
  - ❖ 10% for Small Urban and Rural Component
  - ❖ 40% for Metropolitan Planning Organization Component
- A minimum of 25% of funds in each of the 3 components must benefit disadvantaged communities

# Active Transportation Program

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## Five Application Types

- Large Infrastructure or Infrastructure/Non-Infrastructure
  - ❖ Total Project Cost of greater than \$7 million
- Medium Infrastructure or Infrastructure/Non-Infrastructure
  - ❖ Total Project Cost of greater than \$2 million and up to \$7 million
- Small Infrastructure or Infrastructure/Non-Infrastructure
  - ❖ Total Project Cost of \$2 million or less
- Non-Infrastructure Only
  - ❖ Education, Encouragement, and Enforcement Activities
- Plans
  - ❖ Community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses disadvantaged community

# Active Transportation Program

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## Eligible Applicants

- Local, Regional, or State agencies
- Caltrans
  - ❖ Caltrans can also partner with other eligible agencies
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public Schools or School Districts
- Tribal Governments
- Private Nonprofit (recreational trail funding)

# Active Transportation Program

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## Status

- About \$450 Million Available Each Cycle (Every 2 Years)
- Four Cycles of Projects Selected for Funding (2014-2019)
- Over 800 Projects Funded
- Most Provide Benefits to Disadvantaged Communities
- Almost 100% Delivery Rate
- All the Cycle 1 Projects are Completed or Under Construction



# Active Transportation Program

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## Highlights from the 2021 Guidelines

- Schedule
- No Match Requirement – Points for Leverage
- Large Infrastructure Projects Can Request Pre-Con Only
- Performance Metrics
- Project Selection Process
- Scoring Criteria
  - ❖ **Scope and Plan Consistency**

# Active Transportation Program

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## Highlights from the 2021 Guidelines

- Project Study Report Equivalency
- Scope Changes
- Timely Use of Funds
- Project Reporting

# Active Transportation Program

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## Program Challenges

- Very Over Subscribed
- Funding Requests are Getting Larger
- Program Funds all Project Phases
- Measuring Performance

# Active Transportation Program

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## El Monte in the ATP

- 14 applications submitted over the 4 ATP Cycles
  - 2 applications funded (14% success)
    - 1 in the Statewide and 1 in the MPO component
- 2 applications submitted in Cycle 4
- Comments from Evaluators in Cycle 4:
  - Utilized public health partners which led to good scores in public health and public participation question
  - Inconsistencies between the Part A, narrative, and map as far as project elements
  - Project improvements didn't address cause of collisions

# Active Transportation Program

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## Active Transportation Resource Center

- This provides resources, technical assistance, and training to partners across California
- Have a mailing list to keep people updated on upcoming trainings, webinars, etc.
- Includes Application Modules, Technical Assistance on Non-Infrastructure Projects, Safe Routes to School Guides, etc.
- <http://caatpresources.org/>
- Emily Abrahams: [Emily.Abrahams@dot.ca.gov](mailto:Emily.Abrahams@dot.ca.gov)
- Summer Anderson-Lopez: [Summer.Anderson-Lopez@dot.ca.gov](mailto:Summer.Anderson-Lopez@dot.ca.gov)

# Active Transportation Program

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## Caltrans Local Assistance Contacts:

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<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

# Thank You

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## More Information

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<https://catc.ca.gov/programs/active-transportation-program>

# ATP Purpose and Goals

As defined by the State Legislature and SB99

2380. There is hereby established the Active Transportation Program in the department for the purpose of encouraging increased use of active modes of transportation, such as biking and walking.

It is the intent of the Legislature that the program achieve all of the following goals: (a) - (f)

## (f) Provide a broad spectrum of projects to benefit many types of active transportation users.

### Infrastructure Projects

SRTS; that improve safety of children

Safe Routes to Transit

Bikeways & Walkways:  
- New  
- Improved  
- Hazard elimination  
- Maintenance

Traffic Control devices:  
*- New Ped Signals, RRFBs, Protected LT movements, Road Diets, etc.*

Rec Trails/Trailheads, Park linkages to corridors, & rails-to-trails

Secure Bike Parking

Bike Carrying; In connection with Transit

### Non-Infrastructure Projects

Educational Programs & other NI that demonstrate effectiveness in increasing active transportation

SRTS Projects: in accordance with Section 1404 of Public Law 109-59.

### Plans \*

ATP

Bike

Ped

SRTS

## increased use of active modes of transportation

(a) Increase the proportion of trips accomplished by biking and walking.

(b) Increase safety and mobility for nonmotorized users.

(c) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

(d) Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.

(e) Ensure that disadvantaged communities fully share in the benefits of the program.

\* "Plans" are not specifically listed as one of the project types.