Building Partnerships for State Funding: California’s Active Transportation Program

Wendy Alfsen, Executive Director
Our Mission

California Walks is the statewide voice for pedestrian safety & healthy, walkable communities for people of all ages & abilities.
Our Network

28 dedicated local walk advocacy groups & GROWING!
MAP-21 Consolidation

- Safe Routes to School (SRTS)
- Transportation Enhancements (TE)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)
Decrease in Federal $

- Decrease in Federal $ > $1B
- Decrease in Federal $ > $1B

Pre-TAP

TAP

~30% Decrease

($ in Millions)
Active Transportation Program (ATP)

- Transportation Alternatives Program (TAP)
- State Environmental Enhancement Mitigation Program (EEMP)
- State Safe Routes to School (SR2S)
- State Bicycle Transportation Account (BTA)

Active Transportation Program (ATP)
Coordinated State Advocacy

Coalition for Active Transportation Leadership (CATL)

California Walks
Stepping Up for Health, Equity, & Sustainability

California Bicycle Coalition

Safe Routes to School National Partnership

Rails-to-Trails Conservancy
Power of Networks

...AND MANY MANY MORE!
Coordinated State Advocacy

Coalition for Active Transportation Leadership (CATL)
Revised ATP Proposal

- 60% of RTP retained for motorized & natural surface trails
- Administered by State Parks & Rec
- 40% of RTP into ATP, with State Parks involved in project selection

- $7M retained for EEMP
- Administered by State Dept. of Nat. Resources
- $3M into ATP
Active Transportation Program

($ in Millions)

- Pre-ATP: $96M
- ATP: $120M
  - Combined State: $120M
  - STP
  - TAP
  - TE*: ~25% Increase
  - SRTS
  - SR2S
  - RTP
  - BTA

*Bike/Ped Only
Key ATP Features

- Incorporated explicit **public health, equity, & climate change** goals in statute

Photo Credit: Tony Dang
Active Transportation Program (ATP) Goals

Increasing walking & biking for transportation

Improve safety for people walking & biking

Reduce vehicle use & greenhouse gas emissions

Enhance public health & reduce childhood obesity

Ensure benefits to disadvantaged communities
Statute requires ATP to:

“Provide a **broad spectrum** of projects to benefit **many types of active transportation users**.”
Key ATP Features

- Minimum 25% of ALL ATP funds must benefit disadvantaged communities + 3% planning target

Photo Credit: Jenny Weiss
### Pedestrian Safety & Equity

<table>
<thead>
<tr>
<th>Census Tract Per Capita Income</th>
<th>2008-12 Deaths Per 100K</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Income ($31,356+)</td>
<td>5</td>
</tr>
<tr>
<td>Middle Income ($21-559-$31,355)</td>
<td>6.5</td>
</tr>
<tr>
<td>Low Income (Less than $21,559)</td>
<td>10.4</td>
</tr>
</tbody>
</table>

Key ATP Features

○ Maintained commitment to Safe Routes to School (SRTS) projects, including non-infrastructure projects:
  – Minimum guarantee of $24M/year for first 3 years for SRTS projects
Key ATP Features

- **Non-SRTS non-infrastructure projects eligible**
Key ATP Features

- Statute **required establishment of an ongoing ATP Workgroup** for Guidelines, performance measures, evaluation & more

- Workgroup is now formalized as **ATP Technical Advisory Committee** and will include external stakeholders
Active Transportation Program

Statewide Competition

($ in Millions)

<table>
<thead>
<tr>
<th></th>
<th>Cycle 1</th>
<th>Cycle 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available Funding</td>
<td>$200</td>
<td>$1,000</td>
</tr>
<tr>
<td>Requested Funding</td>
<td>$800</td>
<td>$1,200</td>
</tr>
</tbody>
</table>
Active Transportation Program

Statewide Competition

(# of Applications)

- **Funded Applications**
- **Unfunded Applications**

<table>
<thead>
<tr>
<th>Cycle 1</th>
<th>Cycle 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded</td>
<td>Funded</td>
</tr>
<tr>
<td>Unfunded</td>
<td>Unfunded</td>
</tr>
</tbody>
</table>
Statewide Competition

(# of Applications)

- Cycle 1: ~1 in 6 Applications Funded in Cycle 1
- Cycle 2:
  - Funded Applications
  - Unfunded Applications
Statewide Competition

(# of Applications)

- Cycle 1: ~1 in 7 Applications Funded in Cycle 2

- Funded Applications
- Unfunded Applications
Cycle 1 State Results

# of Awarded Projects*

- 70%
- 21%
- 9%

*Based Solely on Project Title
Cycle 2 State Results

# of Awarded Projects*

- 85%
- 8%
- 7%

*Based on Applicant Designation
Cycle 1 State Results

% of Awarded Funds*

- 77%
- 18%
- 5%

*Based Solely on Project Title
Cycle 2 State Results

% of Awarded Funds*

- 83.5%
- 12%
- 4.5%

*Based on Applicant Designation
Cycle 2 State Results

% of Awarded Funds*

- 44%
- 56%

*Based on Applicant Designation
Cycle 2 Scoring Rubric

<table>
<thead>
<tr>
<th>Category</th>
<th>Points Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode Shift (Esp. for Students)</td>
<td>0 to 30</td>
</tr>
<tr>
<td>Safety Improvements</td>
<td>0 to 25</td>
</tr>
<tr>
<td>Public Participation &amp; Planning</td>
<td>0 to 15</td>
</tr>
<tr>
<td>Public Health Co-Benefits</td>
<td>0 to 10</td>
</tr>
<tr>
<td>Benefit to Disadvantaged Communities</td>
<td>0 to 10</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>0 to 5</td>
</tr>
<tr>
<td>Leveraging Non-ATP Funds</td>
<td>0 to 5</td>
</tr>
<tr>
<td>Partnering with Conservation Corps</td>
<td>-5 to 0</td>
</tr>
<tr>
<td>Poor Performance on Past Caltrans Grants</td>
<td>-10 to 0</td>
</tr>
</tbody>
</table>

100 Total Possible Points
Cycle 1 State Results

Safe Routes to School

Exceeded!

Target: $72 M

$101 M
Cycle 2 State Results

Safe Routes to School

Exceeded!
$85M

Target:
$0
Cycle 1 State Results

Disadvantaged Communities

Exceeded!

Target: $46 M

$161M
Cycle 2 State Results

Disadvantaged Communities

Exceeded!

Target: $45 M

$159 M
Key Take Aways from Two Cycles

- Demand continues to far outpace avail. $$
- Strong trend toward projects benefitting BOTH walking & biking
- Program is becoming increasingly competitive at state level
Key Take Aways from Two Cycles

- **Min. funding targets for disadvantaged communities & SRTS** extremely effective!

- **Public health & equity** components of ATP can “make or break” a successful application

- **Improved visibility/awareness** for both walking & biking through the ATP
Lessons Learned for Coalition Work

- Establish **shared commitments & goals** upfront including:
  - **Transparency & honesty** to avoid public disputes
  - **Sharing workload & credit** for victories

- Commit to finding **common ground** for issues lacking consensus

- Expand coalition to reach **non-traditional partners**
What’s Next for the Coalition?

- Current campaigns to
  - Double ATP funding
  - Prioritize Complete Streets & equity within legislative discussions to raise new revenue for transportation system maintenance & repair

- Continue improving guidelines to produce strong, community-driven/prioritized projects

- Engage diverse coalitions, including equity, health, environmental, public transit, & affordable housing