Positioning for Successful Grant Applications

June 29 & 30, 2022

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Paul Martin, PE, TE, LCI

Recognized by APBP as the Public Sector Professional of the Year (2019)

- 23 Years of Experience
  - 17 Years in Private Sector
  - 6 Years in Public Sector
- 1st OCTA Active Transportation Coordinator
- Major Projects Include:
  - OC Loop Promotion and Strategy
  - Los Angeles Metro Rail to River Feasibility Study
  - Paradise Transportation Master Plan
  - Orange County Active Transportation Plan
  - Orange County Safe Routes to School Master Plan

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Ryan Bissegger

In 2020, led grant applications that were awarded $111 million.

- 18 Years of Experience
- Mark Thomas Funding and Grants Lead
- Focus on Transportation Grants
- Experience with Regional, State, and Federal Grants
- Grants Include:
  - Active Transportation Program
  - Highway Safety Improvement Program
  - Regional Programs
  - Clean CA
  - Senate Bill 1 Programs
  - Federal Discretionary Programs

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Resources Provided After Course

Course Resources Available to Attendees

- Handout – Online Links, Guidance, & Policy Documents
- Recording of Presentation for Later Viewing
- Copy of PowerPoint Slides – 2 Days of Materials

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Course Objective

Training program oriented towards local agency staff to learn how to best position transportation programs for grant funding.

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Interactive Course

There will be interactive polls

Feel free to ask questions by raising hand or enter into chat

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Discussion Topics

Day 1

- Understanding Competitive Funding Programs
- Impacts of Federal Funding
- Environmental Status
- Impacts on State Right of Way
- Project Definition
- Identifying Underserved Communities
- Funding Need

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Discussion Topics

Day 2

- Matching Project with Funding Opportunity
- Community Engagement
- Advance Dialogue with Funding Agencies
- Communication as Storytelling
- Developing Compelling Graphics
- Securing Letters of Support
- Political Trends and Evolving Policies

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Interactive Poll

What is your role in your agency/organizations?

- Planning
- Engineering
- Construction
- Grant Writing
- Programming
- Other: _____

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Understanding Competitive Funding Sources

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Interactive Poll

How familiar are you with regional, state, and federal funding sources?

- I'm learning for the first time today
- I know of a few sources
- I could teach this topic

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Understanding Competitive Funding Sources

- Regional Programs
- State Programs
- Federal Programs

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Regional Programs

Sales Tax Measures

- Typically ½ cent sales tax in a county to fund transportation projects
- Tax is voted on by public and must meet 2/3rds threshold
- Money collected stays in county
- Measure Programs range from $200M (Madera) to $120B (LA)
- Funds are distributed to projects based upon expenditure plans
- Funds can be allocated to projects, agencies (local return), or competitive application

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Regional Programs

Congestion Mitigation and Air Quality (CMAQ)

- Federal funds suballocated to counties and programmed by regional agencies
- Funds projects that reduce congestion and improve air quality
- Funded projects require an air quality analysis/emissions calculation
- Regional agencies have flexibility on how funds are allocated
- Requires 11.47% match

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Regional Programs

Surface Transportation Block Grant

- Federal funds suballocated to counties and programmed by regional agencies
- Flexible funding to rehabilitate and improve transportation facilities
- Regional agencies have flexibility on how funds are allocated
- Requires 11.47% match

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Regional Programs

State Transportation Improvement Program (STIP)

- Funds a wide range of transportation improvements
- Comprised of state and federal funds
- 75% funds to Counites and 25% funds to Interregional
- Counties have flexibility on how funds are allocated
- PSR required for programming
- Adopted every even year

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Regional Programs

Example Regional Programs

- MTC One Bay Area Grant
- SACOG Regional and Community Design
- OCTA Comprehensive Transportation Funding Programs
- Santa Cruz County RTC Consolidated Grant Program
- SJCOG Measure K Bike, Pedestrian, SRTS and Smart Growth
- SANDAG TransNet Smart Growth Incentive Program

State Programs

Active Transportation Program (ATP)

- Funds design and construction for non-motorized improvements
- Funds non-infrastructure components
- Comprised of state and federal funds
- Three components
  - 50% funding to Statewide Competition
  - 40% funding to MPOs
  - 10% funding to Small Urban/Rural
- >25% to disadvantage communities
- No matching funds required

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State Programs

Highway Safety Improvement Program (HSIP)

- Funds for implementing roadway safety enhancements
- Federal formula funds managed by Caltrans
- Requires LRSP & benefit cost ratio using the HSIP Analyzer
- Recent set asides:
  - Guardrails
  - Pedestrian Crossings
  - Edgelines
  - Tribes
- Match fund requirements vary based upon countermeasure
- *Applications Due 9/12/22*

State Programs

State Highway Operation and Protection Program (SHOPP)

- Caltrans controlled funding for the State Highway System
- Comprised of state and federal funds
- Funds rehabilitation, safety, operational improvements, and complete streets
- Adopted every even year
- Minor funds allocated by Districts

State Programs

Local Partnership Program (LPP)

- Comprised of SB 1 funds, $200M annually
- 60% funds to Formula Component – agencies with voter approved taxes/fees
- 40% funds to Competitive – agencies with voter approved taxes/fees or uniform impact fees
- Funds rehabilitation, complete streets, transit, operational improvement projects
- 50% matching funds required

State Programs

Solutions for Congested Corridors Program

- Comprised of SB 1 funds, $250M annually
- Funds projects to reduce congestion in highly traveled/highly congested corridors
- Applicants restricted to MPOs, Regional Transportation Agencies, and Caltrans
- Must have Comprehensive Multimodal Corridor Plan
- Innovative use of Project Bundling
- No matching fund requirement

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State Programs

Trade Corridor Enhancement Program (TCEP)

- Comprised of SB 1 funds and federal goods movement funds
- 40% funds to Caltrans and 60% funds to regions
- Projects demonstrate freight benefits for trucks, trains, and/or ports
- Funds highway/interchanges, grade separations, and rail projects
- 30% matching funds required

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State Programs

Urban Greening Grant

- Comprised of Greenhouse Gas Reduction Funds
- Reduced GHG emissions, mitigate extreme heat, and decrease air/water pollution
- Funds green streets, bicycle/pedestrian facilities, bioswales, parks, and waterway restoration
- >75% funds to disadvantaged communities

Federal Programs

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Administered annually by USDOT
- Supports equity, climate change, and environmental sustainability
- Funds surface transportation, transit, port, and airport improvements
- Maximum $25 million request
- 20% matching funds

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Federal Programs

Infrastructure For Rebuilding America (INFRA)

- Nationally Significant Multimodal Freight and Highways Projects
- Administered annually by USDOT
- Demonstrate national/regional economic benefits
- Funds highways, bridges, transit, and grade separations
- >$100 million categorized as Large Project
- 40% matching funds, 20% non-federal
- Construction to reasonably begin in 18 months

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Federal Programs

MEGA

- National Infrastructure Project Assistance
- Administered annually by USDOT
- Demonstrate significant federal funding need
- Funds highways, bridges, transit, and grade separations
- Two components
  - $100 million to $500 million
  - >$500 million
- 40% matching funds, 20% non-federal

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Federal Programs

Rural

- Rural Surface Transportation Grant
- Administered annually by USDOT
- Projects outside of Urbanized Areas (UA)
- Funds highways, bridges, grade separations, and tribal transportation
- 20% matching funds
- Construction to reasonably begin in 18 months

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Federal Programs

SS4A

- Safe Streets and Roads for All (SS4A) Grant
- Administered annually by USDOT
- Funds non-Infrastructure, planning, and implementation for Vision Zero-type projects
- Evidence based, low-cost improvements
- Eligible Activities:
  - Action Plan or
  - Implementation
- Applications Due 9/15/22

Federal Programs

SS4A

- Locally Prepared LRSP should qualify for "Action Plan"
- Check LRSP against Self-Certification Worksheet

Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- **Answer "yes" to Questions** 3 7 9
- **Answer "yes" to at least four of the six remaining Questions** 1 2 4 5 6 8

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Federal Programs

CRISI

- Consolidated Rail Infrastructure and Safety Improvements
- Administer by the FRA
- Funds rail improvements, at-grade crossings, grade separations, and rail trespassing improvements
- Three components – Planning, PE/NEPA, and Construction
- 20% non-federal match

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Federal Programs

Railroad Crossing Elimination

- Administer by the FRA
- Goal to eliminate at-grade crossings and enhance multimodal safety
- Funds grade separations and track relocations
- Minimum $1 million award
- 20% non-federal match

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Impacts of Federal Funds

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Interactive Poll

What is your experience working on federally projects?

- Newbie - <2 projects
- Still learning - 3 to 5 projects
- Old hat - >5

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Caltrans Local Assistance Involvement

- Caltrans Local Assistance administers federal and state funding
- Provide funding allocation by phase
- Compliance with federal aid procedures
- Project implementation and oversight
  - Conflicts of interest review
  - DBE goal
  - Environmental stewardship
  - Right of way encroachments

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Adherence to the LAPM

- Provides requirements for delivering federally-funded projects
- Includes standard forms for local agency use
- Important Chapters:
  - Chapter 3 – Project Authorization
  - Chapter 6 – Environmental Procedures
  - Chapter 13 – Right of Way
  - Chapter 16 – Administer Construction Contracts

https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm

Project Allocations

- Similar but different process for federal and state funding
- Federal:
  - Request for Authorization (RFA) is required for each phase
  - Attachments to the RFA differ depending on phase
  - E-76 documents Caltrans approval
- State:
  - Funding Allocation Request Letter
  - LAPG Exhibit 25C
  - Attachments will change based upon phase
  - CTC Vote

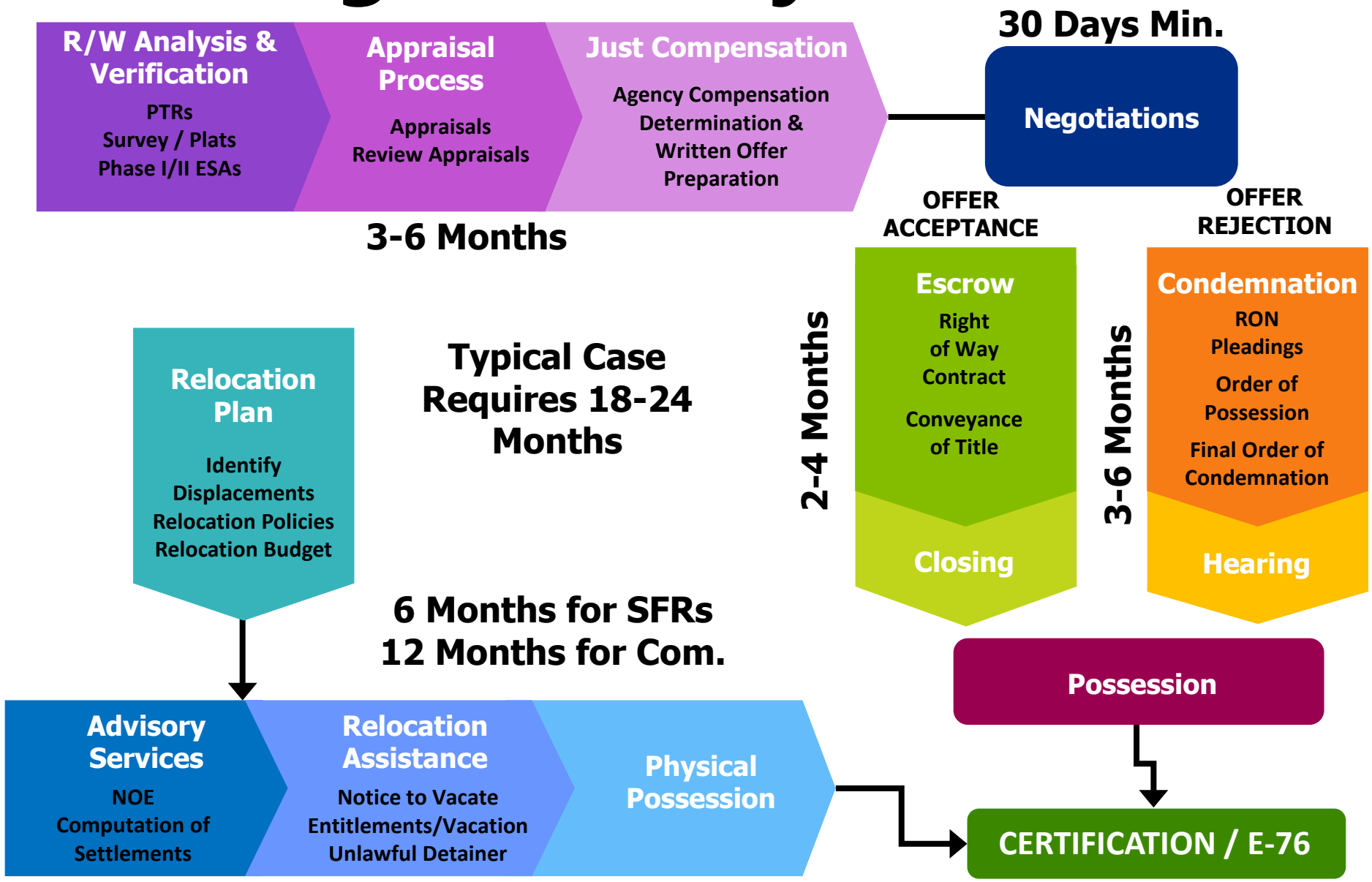
Request for Allocation Funds (CTC)/Required Documents for Submittal

#	Documentation	PA&ED (E&P)	PS&E R/W	Construction (CE)
1	CTC Allocation Form (For MPO/RTPA awarded projects: MPO/RTPA awarded projects: MPO/RTPA	X	X	X
2	LAPG Exhibit 22-C: State Only Finance Letter	X	X	X
3	Copy of MTIP showing programmed funds	X	X	X
4	CEQA and NEPA (federally funded)		X	X
5	R/W Certification			X
6	Engineer's Plans and Detailed Estimate (Plans: Cover Sheet, Layouts, X-Sections, and Striping)			X

NEPA Clearance

- Caltrans has FHWA delegated authority for NEPA
- LAPM Chapter 6 describes environmental process
- Initial step is the Preliminary Environmental Study (PES) and field review with Caltrans
- PES documents technical studies and level of CEQA and NEPA clearance
- NEPA Action
  - Categorical Exclusion (CE)
  - Environmental Assessment (EA)
  - Environmental Impact Statement (EIS)

Caltrans Right of Way Manual



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Cost and Schedule Impacts

- Understand the implications of using federal funds
- Adds 6 to 12 months to the project schedule
  - Allocation requests
  - NEPA clearance
  - Right of way acquisitions
  - Utility relocations
- Increases costs by $400,000
  - NEPA costs
  - Administration costs
- Added time increases construction costs

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LTAP Federal Aid Series

Federal Aid Series ($25 fee) VIRTUAL DELIVERY

Course	Date(s) & Time	Delivery Format | Register
Getting Your Federal Aid Started	February 22-23, 2022 | 8:30AM-12:30PM	Course Complete
Getting Your Federal Aid Started	April 19-20, 2022 | 8:30AM-12:30PM	Register Here
Getting Your Federal Aid Started	June 14-15, 2022 | 8:30AM-12:30PM	Register Here
Environmental Requirements	January 18-19, 2022 | 8:30AM-12:30PM	Course Complete
Environmental Requirements	March 15-16, 2022 | 8:30AM-12:30PM	Course Complete
Environmental Requirements	May 10-11, 2022 | 8:30AM-12:30PM	Register Here
Procedures for Right-of-Way Acquisition	July 26-27, 2022 | 8:30AM-12:30PM	Registration Here
Procedures for Right-of-Way Acquisition	October 4-5, 2022 | 8:30AM-12:30PM	Registration Here
Project Development: Design to Construction	January 25-26, 2022 |8:30AM-12:30PM	Course Complete
Project Development: Design to Construction	March 1-2, 2022 | 8:30AM-12:30PM	Course Complete
Project Development: Design to Construction	May 17-18, 2022 | 8:30AM-12:30PM	Register Here
Federal Rules for Contract Administration & Project Completion	February 1-2, 2022 | 8:30AM-12:30PM	Course Complete
Federal Rules for Contract Administration & Project Completion	March 8-9, 2022 | 8:30AM-12:30PM	Course Complete
Federal Rules for Contract Administration & Project Completion	April 27-28, 2022 | 8:30AM-12:30PM	Register Here

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Environmental Status

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Interactive Poll

Does talking about environmental clearance make you:

- Sweaty and nervous?
- Great; someone else does that.
- Relax; I've done that a bunch!

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Grants & Environmental Review

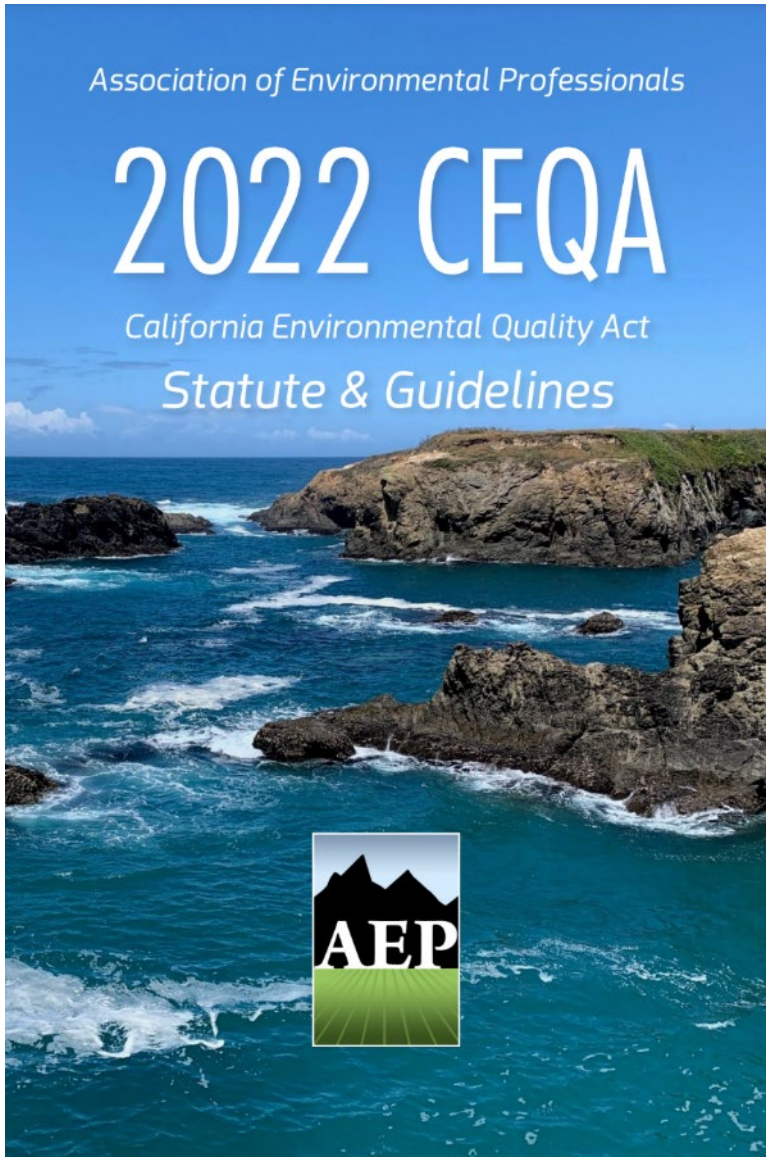
- Typically, environmental review not required for submittal.
  - Likely that environmental review required for certain phases of work (ROW, CON, etc.)
  - ***Proactively addressing*** environmental review illustrates project readiness & competitiveness to grant funding agency
- California Environmental Quality Act (CEQA) required for State and Locally funded grants
- National Environmental Policy Act (NEPA) required for Federal funded grants
- ***Key questions for evaluating*** grant programs:
  - Does the funding program require environmental review
    - SB1 SCCP, TCEP, etc.
  - Can funding pay for environmental review
    - SB1 ATP, TIRCP, etc.

California Environmental Review

- California Environmental Quality Act (CEQA)
  - Signed into law September 1970 (Governor Reagan)
  - Defines procedures for environmental review and impact analysis of projects that need approval by local or state agencies.
  - …***minimize significant adverse environmental effects to the extent feasible***
- CEQA requirements apply to public agency projects including "activities directly undertaken by a governmental agency, activities financed in whole or in part by a governmental agency, or private activities which require approval from a governmental agency"
- Can be ***joint review*** with National Environmental Review

California Environmental Review

- CEQA documents submitted to State Clearinghouse within the ***Office of Planning & Research*** (OPR)
- OPR does not "enforce" CEQA, but develops the ***CEQA Guidelines*** with California Natural Resources Agency
  - CEQA Guidelines Appendix G
- Lead Agency & Cooperating Agency



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California Environmental Review

- CEQA Guidelines Appendix G: Environmental Checklist Form

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture / Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

California Environmental Review

- Common CEQA Document Types
  - Categorical Exemption (CE)
    - Project does not normally have a significant impact on the human environment
    - California has 33 Categorical Exemptions in California Code of Regulations
  - Initial Study (IS)/Negative Declaration(ND)
    - Initial Study is "brief and concise" analysis to ***determine if*** project will have significant impacts on the environment
    - Negative Declaration when ***no impact*** to environment
    - Mitigated Negative Declaration when ***mitigation can avoid or minimize impacts*** below level of significance
  - Environmental Impact Report (EIR)/Notice of Determination (NOD)
    - EIR is more extensive review when impact can not be mitigated.
    - NOD lists the actions required and decision to proceed with project or alternative

National Environmental Review

- National Environmental Policy Act (NEPA)
  - Signed into law January 1970 (President Nixon)
  - "NEPA requires that prior to funding, authorizing, or implementing an action, federal agencies consider the effects that their proposed action may have on the environment and the related social and economic effects, as early as possible in any given decision-making process."
- NEPA defines environment to include:
  - Natural and historic resources, as well as human impacts such as socio-economic, visual, and noise impacts that could be of concern to local communities.

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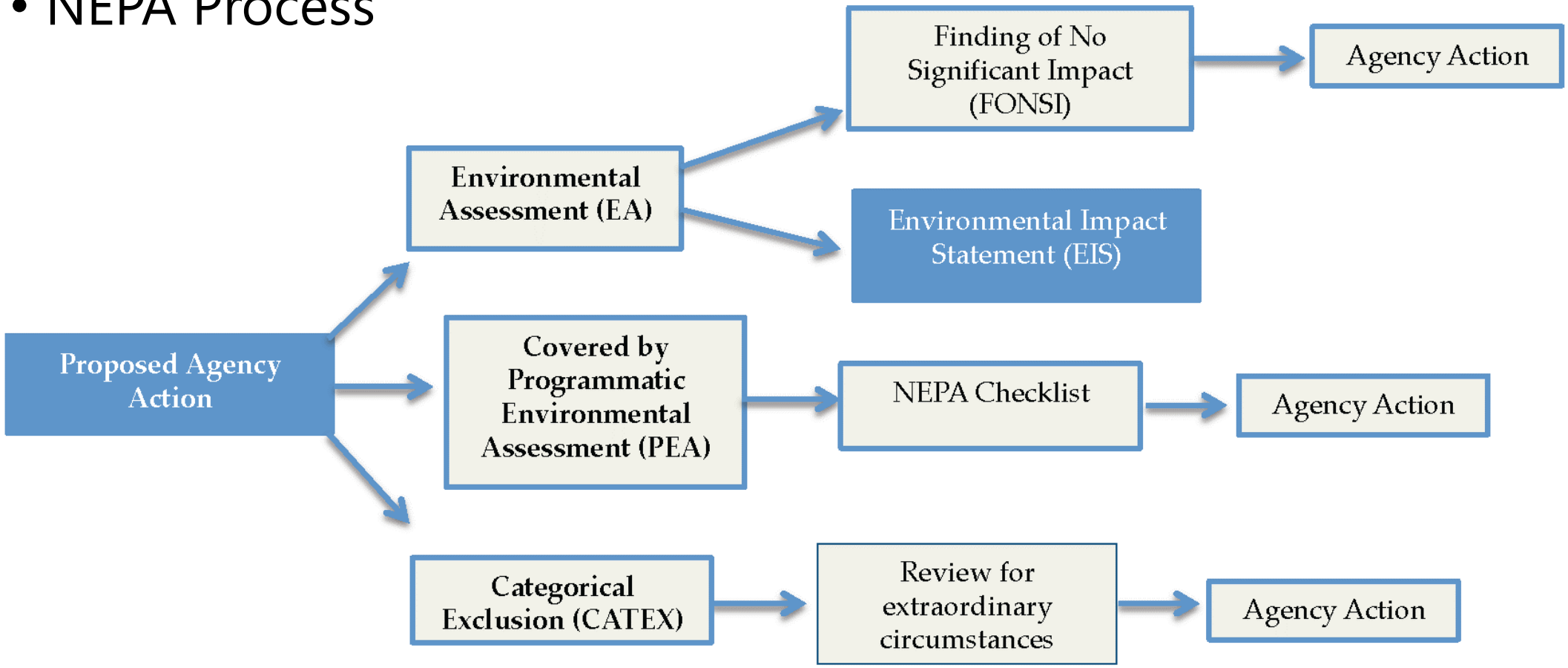
National Environmental Review

- Common NEPA Document Types
  - Categorical Exclusion (CATEX)
    - Action does not normally have a significant impact on the human environment
    - CATEX only used when action already listed in implementing procedures
  - Environmental Assessment (EA)/Finding of No Significant Impacts (FONSI)
    - EA is "brief and concise" analysis to ***determine if*** activity will have significant impacts on the environment
    - FONSI prepared when ***no significant impact*** to environment
  - Environmental Impact Statement (EIS)/Record of Decision (ROD)
    - EIS is more extensive review when significant adverse effect would occur.
    - ROD lists the actions required and decision to proceed with project or alternative

National Environmental Review

- NEPA Process



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Impacts on State Right of Way

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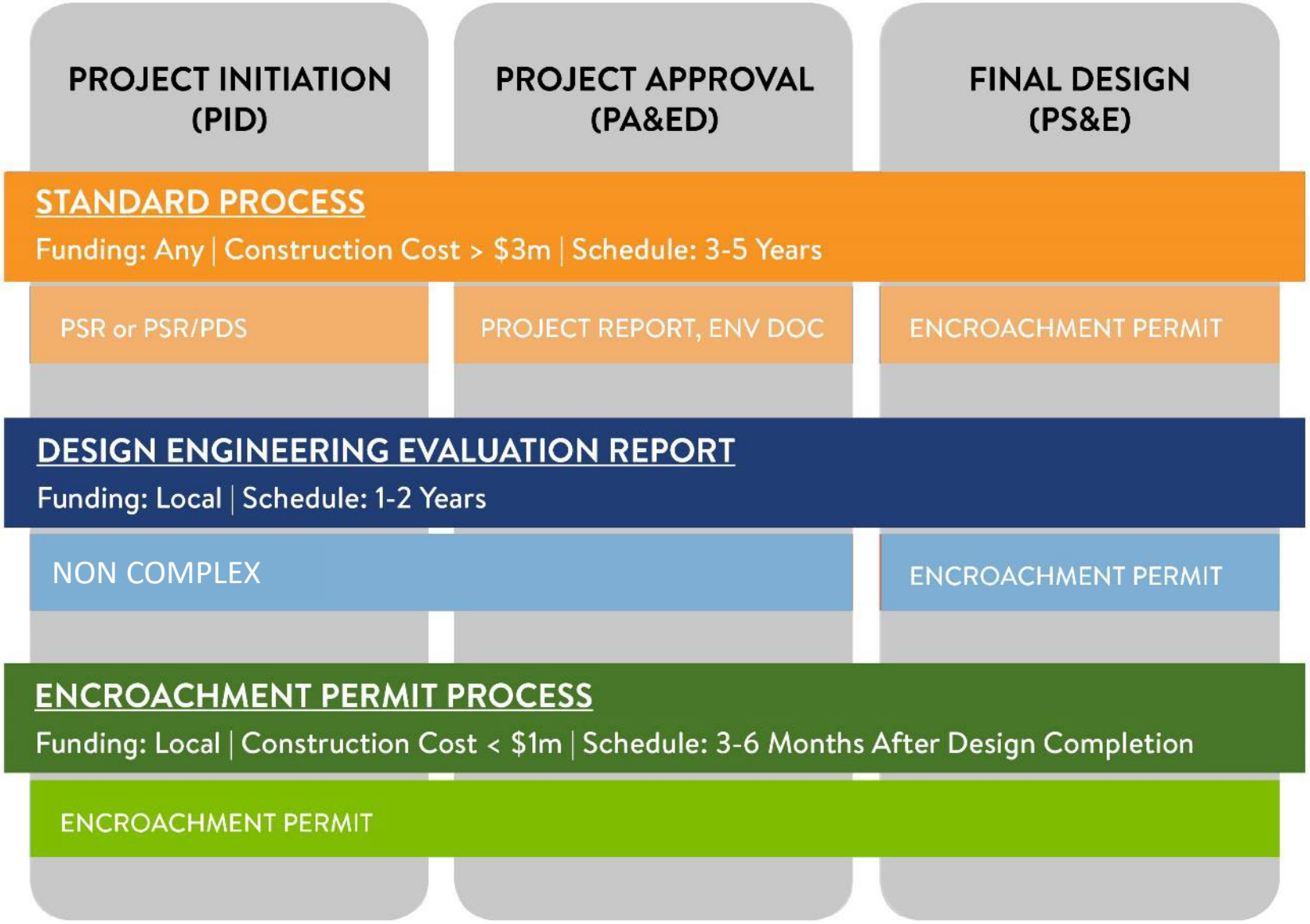
Caltrans Project Delivery



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Coordination for Grants

- State Highway Project Impact Assessment form
- Demonstrates Caltrans's awareness of the project
- Includes agency contact information and description of work in Caltrans right of way
- Complete four weeks prior to grant due date
- Not required if Caltrans is a co-applicant

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SHS Project Impact Assessment

Case Study: OC Loop Segments OPQ

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION

Page 1 of 1

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 02/2022)

I. APPLICANT INFORMATION

1. APPLICANT
Orange County Public Works

2. APPLICANT CONTACT	3. CONTACT TITLE
Dhanusha Arullendran	Civil Engineer
4. CONTACT PHONE	**5. CONTACT EMAIL**
(714) 647-3907	dhanusha.arullendran@ocpw.ocgov.com

II. PROJECT INFORMATION

6. PROJECT TITLE
OC Loop Segments OPQ

7. PROJECT PROGRAM ☑ ATP ☐ LPP-C ☐ LPP-F ☐ LSRP ☐ SCCP ☐ SGR ☐ TCEP ☐ SHOPP ☐ STIP ☐ TIRCP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY	9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY
1%	$700,000

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:

CEQA: IS/MND **NEPA:** CE

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

Construction of a Class I path under I-5 along the north bank of the Coyote Creek Channel. Path will be constructed in the space provided the I-5 South, Valley View Interchange Project completed by Caltrans District 7. New structures or structures modifications are not required.

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SHS Project Impact Assessment

Case Study: OC Loop Segments OPQ

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- ☑ 1. Project is screened as unlikely to induce traffic under Section 5.1.1 in Transportation Analysis under CEQA. If checked, Stop. Proceed to Section 13.
- ☐ 2. Project is in a Metropolitan Statistical Area. If checked, proceed to step 3. If not, proceed to step 6.
- ☐ 3. Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- ☐ 4. Enter the project lane-miles in the NCST Induced Travel Calculator and report the result here. _____
- ☐ 5. If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the Transportation Analysis Framework and Transportation Analysis Under CEQA, and a brief justification here. Stop. Proceed to Section 13. _____
- ☐ 6. Provide an estimate of the project's induced VMT based on guidance in the Transportation Analysis Framework and Transportation Analysis Under CEQA, and a brief justification here. Stop. Proceed to Section 13. _____

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: the final determination will be at the discretion of Caltrans)

Follow the Flowchart to Determine the QMAP (ca.gov) and Applicant's checklist to determine the appropriate Caltrans review process (TR-0416) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, Check the following if the project:

- ☐ a.) Will impact and Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS),
- ☐ b.) Requires Federal Highway Administration (FHWA) approval,
- ☐ c.) Requires Right-of-Way dedication from Caltrans,
- ☐ d.) Requires modification to a Caltrans Bridge or Structure,
- ☐ e.) Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78),
- ☐ f.) Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),
- ☑ g.) None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

- ☑ 1. Encroachment Permit Oversight Process - Standard Encroachment Permit Application (TR-0100), instructions and related forms
- ☐ 2. Project Delivery Short Form Quality Assessment Process (using a DEER) - Design Engineering Evaluation Report Guidelines
- ☐ 3. Standard Project Delivery Quality Assessment Process.

III. CALTRANS PROJECT

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

District Director, District ___

The above signature indicates, based on available information:
Caltrans acknowledges the Project

***APPLICANTS SUBMIT TO
DISTRICT CONTACT LIST FOUND HERE***
https://dot.ca.gov/programs/sb1
Form submissions with attachments are due
Four Weeks PRIOR to Application Deadline.

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SHS Project Impact Assessment

Case Study: Pioneer Road Improvements

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION

Page 1 of 1

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 02/2022)

I. APPLICANT INFORMATION

1. APPLICANT
City of Los Banos

2. APPLICANT CONTACT	3. CONTACT TITLE
Nirorn Than	Public Works Director/City Engineer
4. CONTACT PHONE	**5. CONTACT EMAIL**
(209) 827-2466	Nirorn.than@losbanos.org

II. PROJECT INFORMATION

6. PROJECT TITLE
Pioneer Road Improvements

7. PROJECT PROGRAM ☐ ATP ☐ LPP-C ☑ LPP-F ☐ LSRP ☐ SCCP ☐ SGR ☐ TCEP ☐ SHOPP ☑ STIP ☐ TIRCP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY	9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY
10%	$3,500,000

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:
CEQA: EIR **NEPA:** EA

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

Project improves three intersections on the State Highway System: SR-152/East of Creek, SR-165/Pioneer Road, and SR-152/Ward Avenue. Improvements at each intersections includes addition of right and left turn pockets, traffic signals, ADA ramps, and sidewalk, curb, and gutter.

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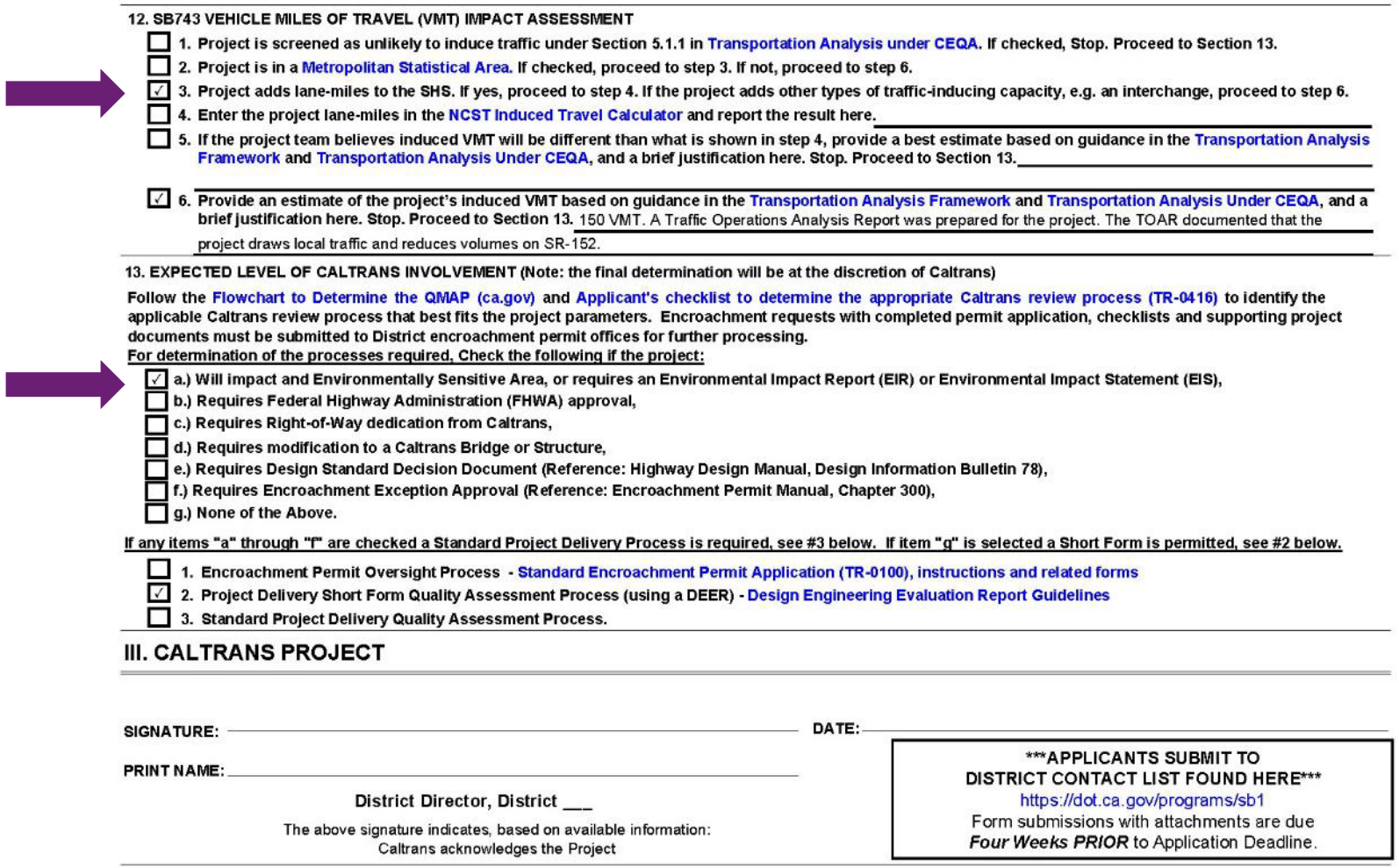
SHS Project Impact Assessment

Case Study: Pioneer Road Improvements



12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- ☐ 1. Project is screened as unlikely to induce traffic under Section 5.1.1 in Transportation Analysis under CEQA. If checked, Stop. Proceed to Section 13.
- ☐ 2. Project is in a Metropolitan Statistical Area. If checked, proceed to step 3. If not, proceed to step 6.
- ☑ 3. Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- ☐ 4. Enter the project lane-miles in the NCST Induced Travel Calculator and report the result here. _____
- ☐ 5. If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the Transportation Analysis Framework and Transportation Analysis Under CEQA, and a brief justification here. Stop. Proceed to Section 13. _____
- ☑ 6. Provide an estimate of the project's induced VMT based on guidance in the Transportation Analysis Framework and Transportation Analysis Under CEQA, and a brief justification here. Stop. Proceed to Section 13. 150 VMT. A Traffic Operations Analysis Report was prepared for the project. The TOAR documented that the project draws local traffic and reduces volumes on SR-152.

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: the final determination will be at the discretion of Caltrans)

Follow the Flowchart to Determine the QMAP (ca.gov) and Applicant's checklist to determine the appropriate Caltrans review process (TR-0416) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

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- ☐ c.) Requires Right-of-Way dedication from Caltrans,
- ☐ d.) Requires modification to a Caltrans Bridge or Structure,
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- ☐ f.) Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),
- ☐ g.) None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

- ☐ 1. Encroachment Permit Oversight Process - Standard Encroachment Permit Application (TR-0100), instructions and related forms
- ☑ 2. Project Delivery Short Form Quality Assessment Process (using a DEER) - Design Engineering Evaluation Report Guidelines
- ☐ 3. Standard Project Delivery Quality Assessment Process.

III. CALTRANS PROJECT

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

District Director, District ___

The above signature indicates, based on available information:
Caltrans acknowledges the Project

***APPLICANTS SUBMIT TO
DISTRICT CONTACT LIST FOUND HERE***
https://dot.ca.gov/programs/sb1
Form submissions with attachments are due
Four Weeks PRIOR to Application Deadline.

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Caltrans Transportation Art Permit Process

- Graphic/sculptural artwork proposed, installed, and maintained by local agencies
- 6 step process
  - Concept proposal
  - Preliminary proposal
  - Qualified proposal
  - Final proposal
  - Approved final proposal
  - Encroachment permit

https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-j-transportation-art/lap-liv-j-transportation-art-guidelines-for-la

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Project Definition

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Interactive Poll

Describe the typical project description thought process

- We have a running list of needs for the next 5 years
- We use the priority list
- My boss picks a project
- We react to the latest issue

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Developing Project Description

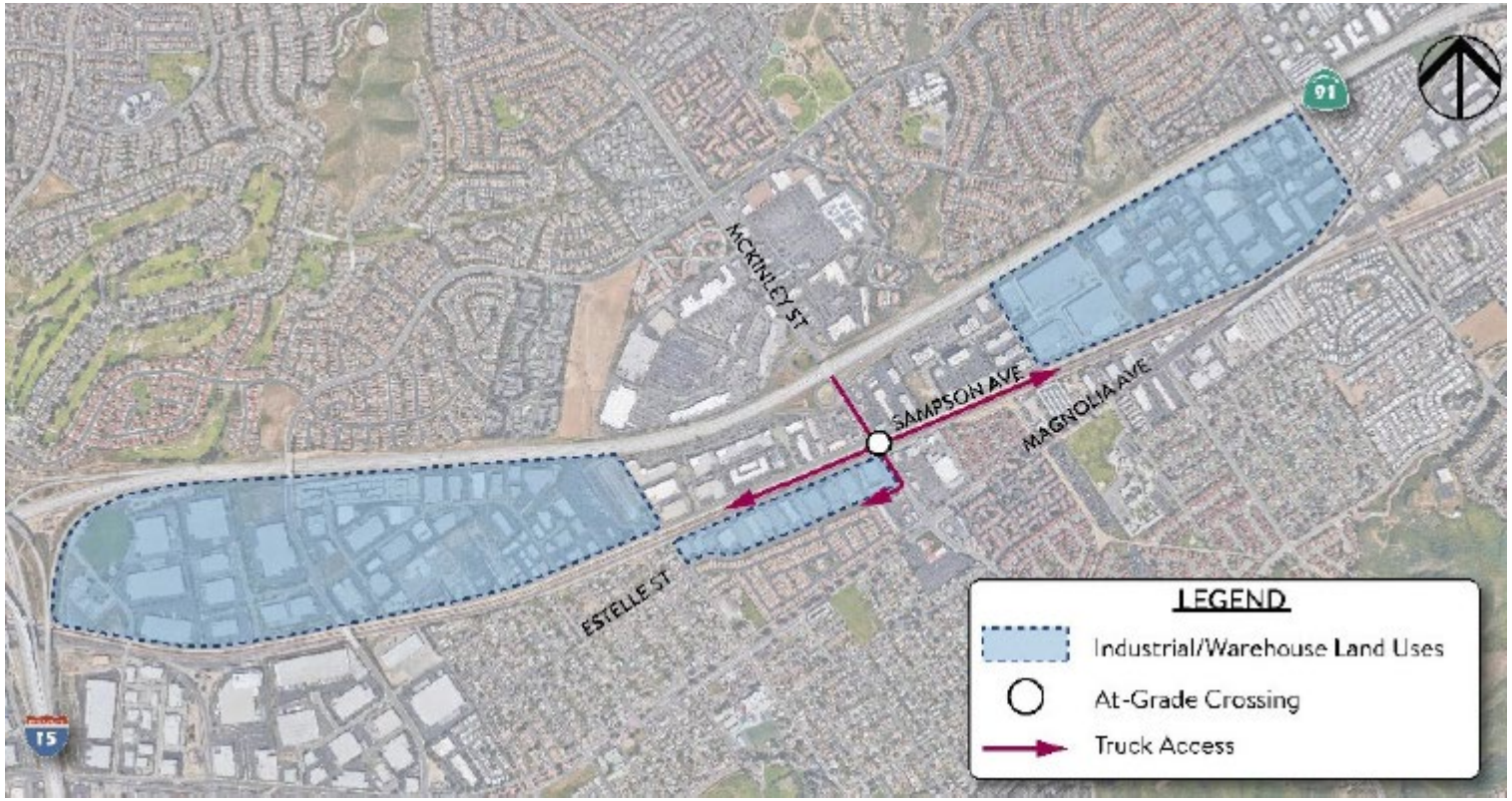
- Project Limits
  - Define clearly project extents
  - Example: McKinley Street from Magnolia to SR-91)
  - Assume reviewer does not know location and relies on text & maps

City of Corona McKinley Street Grade Separation

MARK THOMAS

Developing Project Description

- Project Need
  - Define clearly the deficiency in the system
  - Crash history, mobility needs, barriers to access, land uses, etc.



City of Corona McKinley Street Grade Separation

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Developing Project Description

- Project Need
- Narrative & Graphic
- Example: Level of Traffic Stress
- ATP Cycle 5 Score: 99!

City of Sacramento Franklin Boulevard Complete Street

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Developing Project Description

- Project Components
  - Discuss how needs will be solved such as:
    - Sidewalk gap closure
    - Purchase land for new trail
    - Redesign roadway with complete streets concept
    - Permeable pavement to allow water infiltration, etc.

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Developing Project Description

- Provide Concise Project Benefits
  - Reduce VMT
  - Improve safety
  - Improve air quality
  - Address resiliency needs
  - Support goods movement
  - Support future housing needs
  - Support jobs growth/needs
  - Improve emergency response times, etc.
- Align with state policy mandates

County of Humboldt Separated Bikeway Demonstration

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Developing Project Description

- Infrastructure
  - Engineering capital project that constructs a physical improvement
- Non-Infrastructure
  - Non-Engineering program activities
- *Consider including Non-Infrastructure with an Infrastructure Application*

County of Humboldt Separated Bikeway Demonstration

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Developing Project Description

- Non-Infrastructure (NI) Topics
  - Education
  - Encouragement
  - Enforcement
  - Evaluation
  - Equity
- Customize Non-Infrastructure Ideas Based on Community
- See ATRC Fact Sheet for Ideas
- Consider Partnerships for NI Activities

NON-INFRASTRUCTURE COMMON ACTIVITES

Active Transportation NI Fact Sheets

Non-infrastructure (NI) projects use the 6 E's (Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity) as a strategy to further the goals of the Active Transportation Program (ATP). To assist in scoping out an NI project, the ATRC has created a series of fact sheets that define each strategy (or E) and identify common activities within that strategy that can be used in an NI project. Some of these activities address more than one strategy. It is recommended that Equity be considered in all activities and therefore does not have its own column. Please note the list below is not all-inclusive. Be sure to consult the **NI ATP Guidelines** for specific cost eligibilities to execute these activities. If more information or assistance is needed, please contact **ATSP@cdph.ca.gov**.

	Education	Encouragement	Enforcement	Engineering	Evaluation
Classroom/PE Lessons	■				
School-wide Assemblies/Community Presentations	■				
Mock Cities	■				
Bicycle Rodeos	■				
Walking Field Trips	■				
Group Skills Rides	■				
Walk or Bike Audits	■			■	
Safety Patrol	■	■	■		
Peer-Led/Service-Learning Initiatives	■	■			
Walk to School Day(s)		■			
Bike to School Day(s)		■			
Walk/Bike Challenges and Competitions		■			
Golden Helmet or Sneaker Awards		■			
Walking School Buses		■			
Bike Trains		■			
Walk/Bike Clubs		■			
Walking/Biking Route Maps		■		■	
Web or Barcode Technology		■			■
Incentives for Participation		■			
Crossing Guard Program and Training Crossing Guards	■	■	■		
Good Behavior Rewards		■			
Neighborhood Speed Watch			■		
Radar Speed Trailers	■	■			
Track participation					■
Surveys					■
Data Gathering and Analysis					■
"Before and After" Mode Travel Counts					■
Quizzes/Tests					■
Review Policies					■
Open Streets Events	■	■		■	■
Temporary Demonstration Projects	■	■		■	■
Media Campaigns	■	■	■	■	■
Bicycle Ticket Diversion Classes	■				

Last Updated: March 2022

All activities funded through ATP should support ATP Purpose and Goals as defined by the State Legislature and Senate Bill 99.

ATRC Active Transportation Resource Center

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Developing Project Description

- Non-Infrastructure Example – Walk to School Day
- Example: BikeSafe Program is ATP Cycle 2 Funded

City of Garden Grove Walk to School Day – Clinton Elementary School

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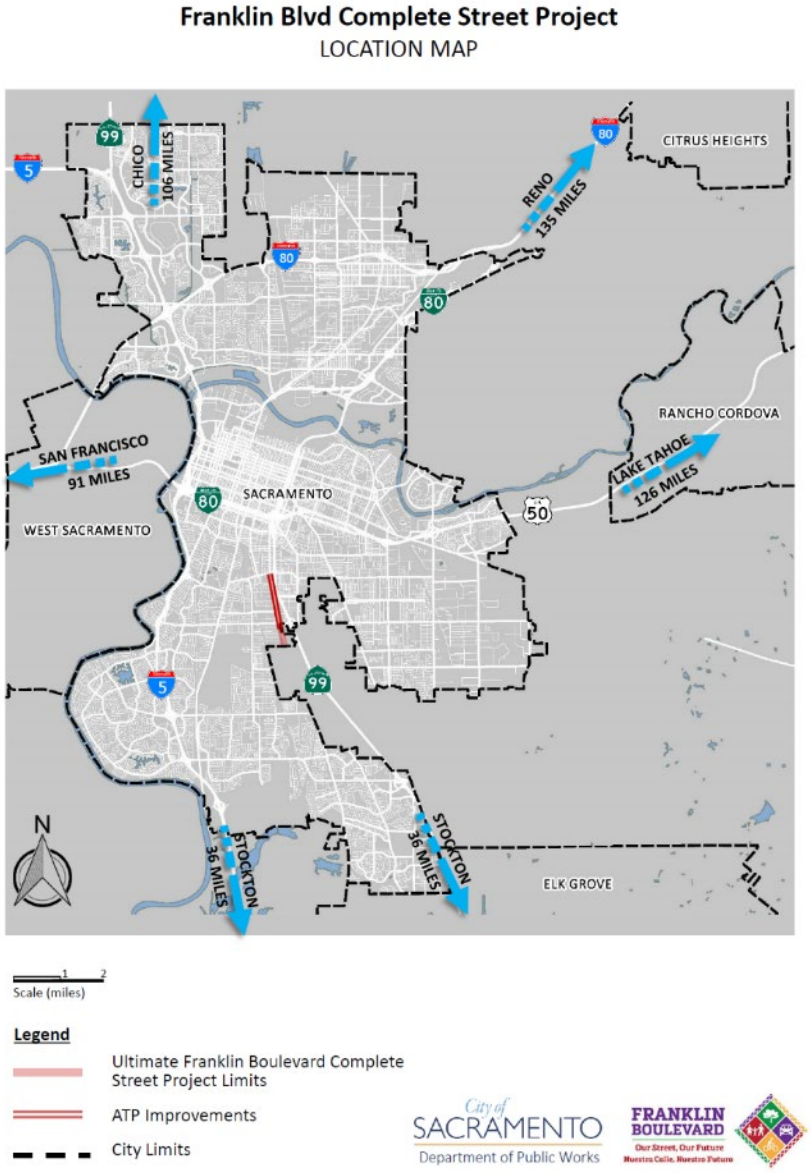
Developing Project Description

Case Study: Franklin Complete Street

- **What:** The project ***will transform*** the Franklin Boulevard corridor between Sutterville Road and 32nd Avenue, once called "the ugliest street in Sacramento" by the Sacramento Bee, into an active transportation-friendly main street.
- **Desired Outcome:** …that meets the mobility needs of its disadvantaged residents and supports community economic development and smart growth.



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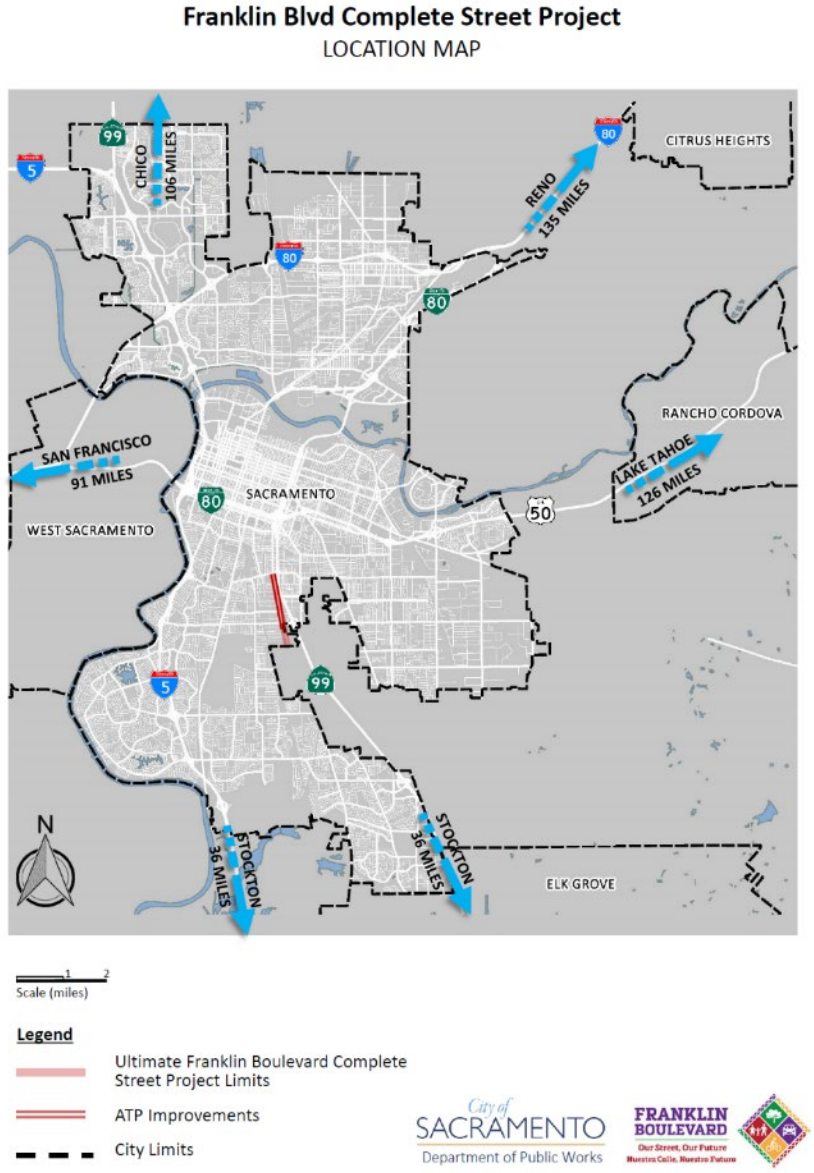
Developing Project Description

Case Study: Franklin Complete Street

- **Nexus to Policy:** The Franklin District is home to a low-income, historically-immigrant community that lacks connectivity and mobility options.



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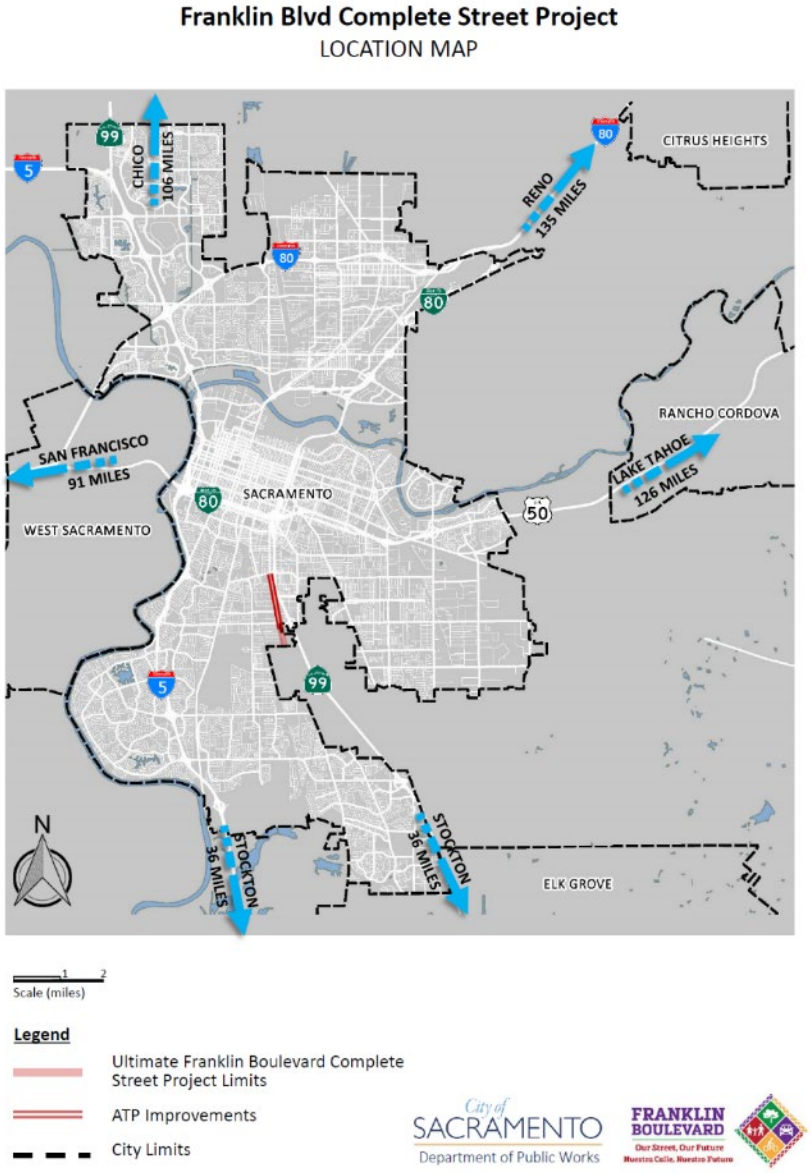
Developing Project Description

Case Study: Franklin Complete Street

- **Benefit:** The project ***will improve*** safety and mobility for users of all ages, incomes, and abilities, and will improve access to schools, shopping, services, health care, bus and rail transit, jobs, and many other community resources.



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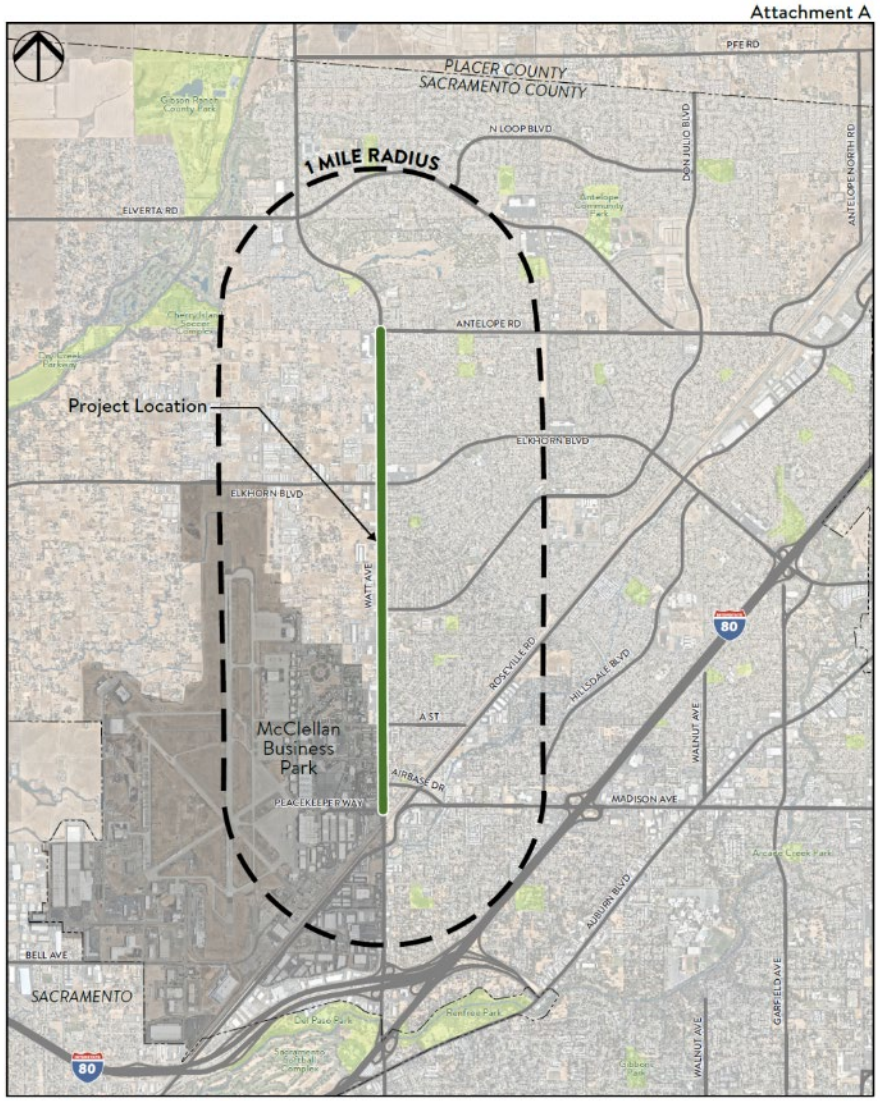
Developing Project Description

Case Study: North Watt Avenue

- **What:** The proposed corridor ***plan will*** build on the efforts of the 2012 North Watt Avenue Corridor Plan (NWACP), Green Means Go (GMG) program, and Placer-Sacramento Gateway Corridor Plan (PSGC) ***to re-imagine North Watt Avenue as a multimodal, sustainable, and safe corridor***.
- **Desired Outcome:** This ***will result in*** the direct engagement of disadvantaged communities and identification of design, operational, and policy strategies that are uniquely adapted for the North Watt context.



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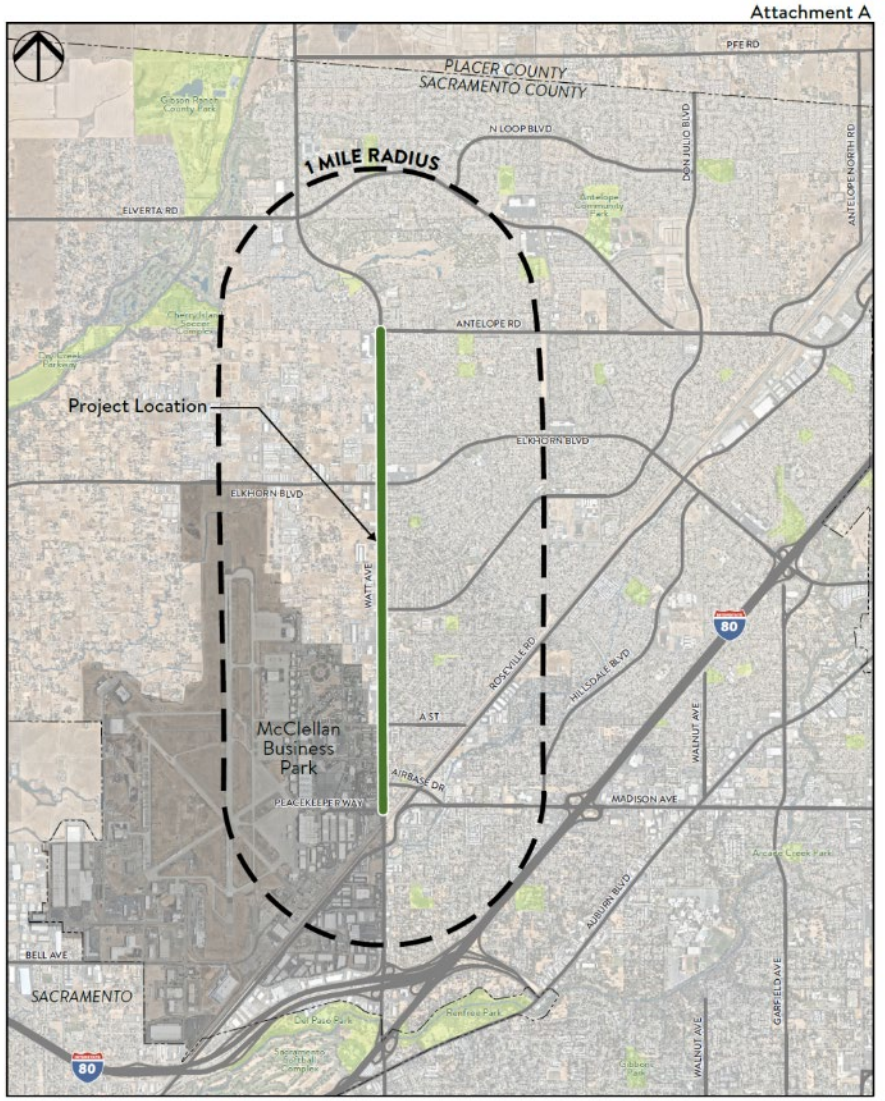
Developing Project Description

Case Study: North Watt Avenue

- **Nexus to Policy:** This process will be ***guided by***
- …the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure (CAPTI), and other design and policy principles.



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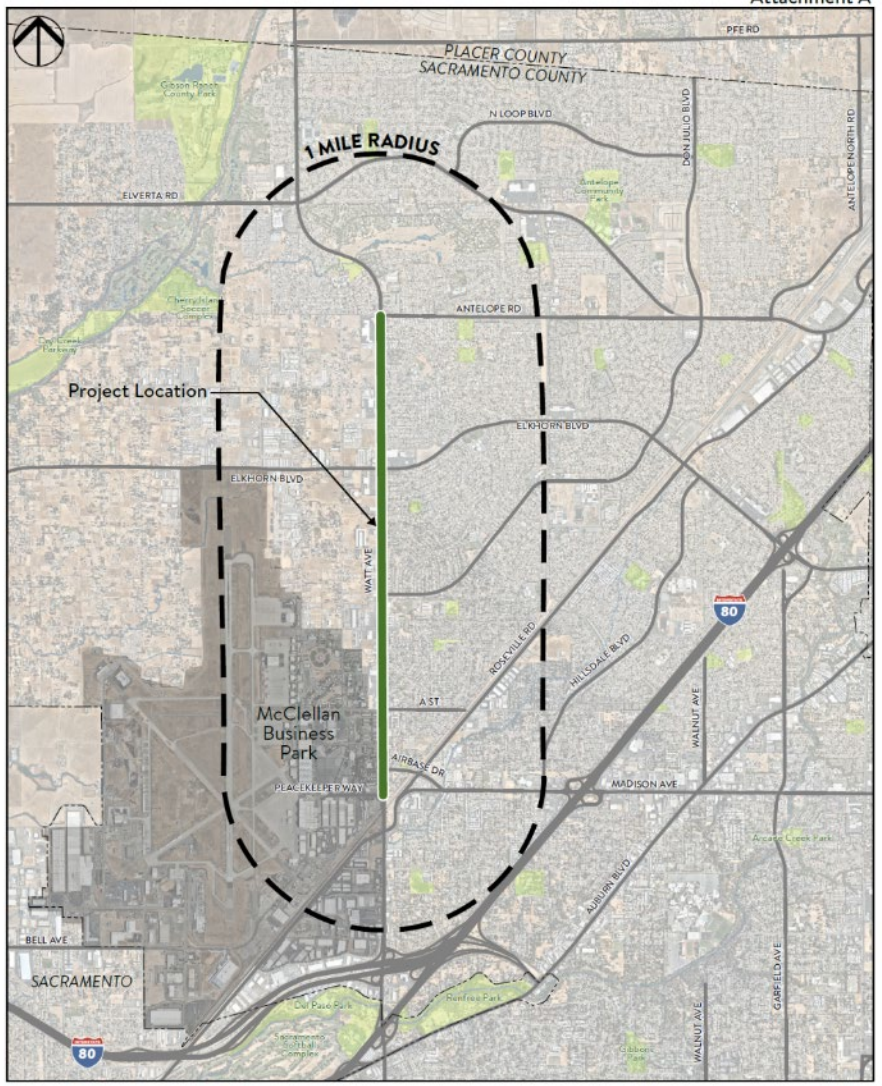
Developing Project Description

Case Study: North Watt Avenue

- **Benefit:** The Plan ***envisions a North Watt Avenue where***
- …residents can confidently and conveniently access jobs, retail, schools, open spaces, and dwellings while biking, walking, or riding transit. Students and parents will feel more comfortable getting to school without the use of a motor vehicle, and high-capacity transit connects the corridor with regional transportation and key destinations. These improvements will result in a greater density of businesses, residents, and investments that improve economic opportunities and the local sense of place.

Attachment A



Re-Imagine NORTH WATT CORRIDOR PLAN

Sacramento County North Watt Ave Grant Application

Project Location Map

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Developing Project Description

Case Study: McKinley Street Grade Separation

- **What:** The proposed project replaces the existing at-grade BNSF Railway crossing with a grade-separated crossing.
- **Desired Outcome:** This ***project will*** relieve the freight bottleneck by eliminating the at-grade crossing allowing for the ***enhanced flow of goods***; enhance ***safety*** by separating vehicles, pedestrians, and cyclists from trains at the railroad crossing; reduce ***traffic congestion*** along a busy arterial and at access points to the State Highway System; ***reduce air and noise pollution***; and provide unhindered ***access for emergency vehicles***.


PROJECT FACT SHEET

MCKINLEY STREET GRADE SEPARATION

Lead Agency: City of Corona

SCOPE

The McKinley Street Grade Separation Project proposes to construct a new four-lane overhead grade separation at the BNSF Railway double tracks near the McKinley Street intersection with Sampson Avenue. The project limits extend from the SR-91 interchange in the north to Magnolia Avenue in the south. The new tied arch bridge crosses over the railroad tracks and the Arlington Channel and Sampson Avenue, both located within 100 feet north of the tracks. The project will add a new loop road across from the SR-91 westbound ramps to connect McKinley Street to Sampson Avenue. The project also modifies the eastbound off-ramp, eastbound loop on-ramp, and the eastbound slip on-ramp at the SR-91 freeway.

COST

Environmental & Design	$12,877,000
Right of Way Support	$1,221,000
Right of Way	$25,000,000
Construction Support	$7,000,000
Construction	$62,200,000
Total	$108,300,000

SCHEDULE

End Final Design	2/2021
End Right of Way	5/2021
Construction Award	6/2021
End Construction	6/2023

OUTPUTS

291 Foot Long Bridge

3.75 Miles of Vehicle Lanes

.75 Miles of Sidewalk

5 Signalized Intersections

OUTCOMES

Goods Movement Improvements

Congestion Reduction

Safety Enhancements

Air Quality Improvement

Emergency Response Time Reduction

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Consider Fact Sheets

Not Always Required but Helpful

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Hear from ATRC Staff

https://caatpresources.org/

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Identifying Underserved Communities

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Interactive Poll

Is the community you work for designated disadvantaged?

- Yes
- No
- Some
- I don’t know

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Identifying Underserved Communities

State Definitions

- SB 535 Disadvantaged Communities (DAC)
- AB 1550 Low-Income Communities
- Free and Reduced Price Meals
- Healthy Places Index
- Regional Definition

Federal Definitions

- Areas of Persistent Poverty
- Historically Disadvantaged Communities

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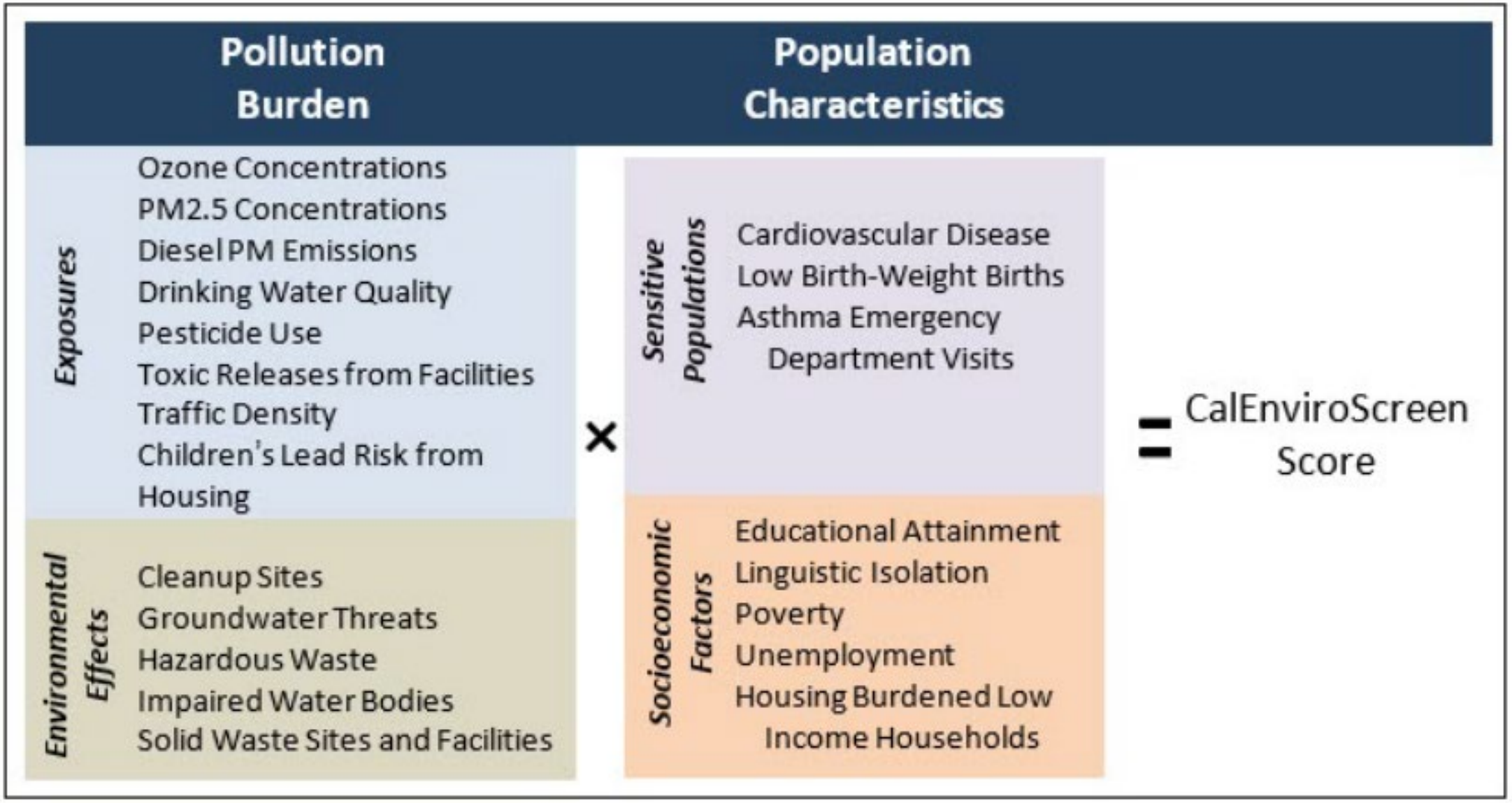
Understanding CalEnviroScreen

CES is a mapping tool that "analyzes data on environmental, public health and socioeconomic conditions in California's census tracts to provide a clear picture of cumulative pollution burdens and vulnerabilities in communities throughout the state"

- Census Tract Level
- Mapping Tool that Evaluates 21 Indicators in GIS
- Relative Score Compared to other Tracts Statewide
- Highest 25 percent of overall scores in CalEnviroScreen 4.0
- Designation Covers Approximately 10 million Residents (24% of State Population)

Understanding CalEnviroScreen



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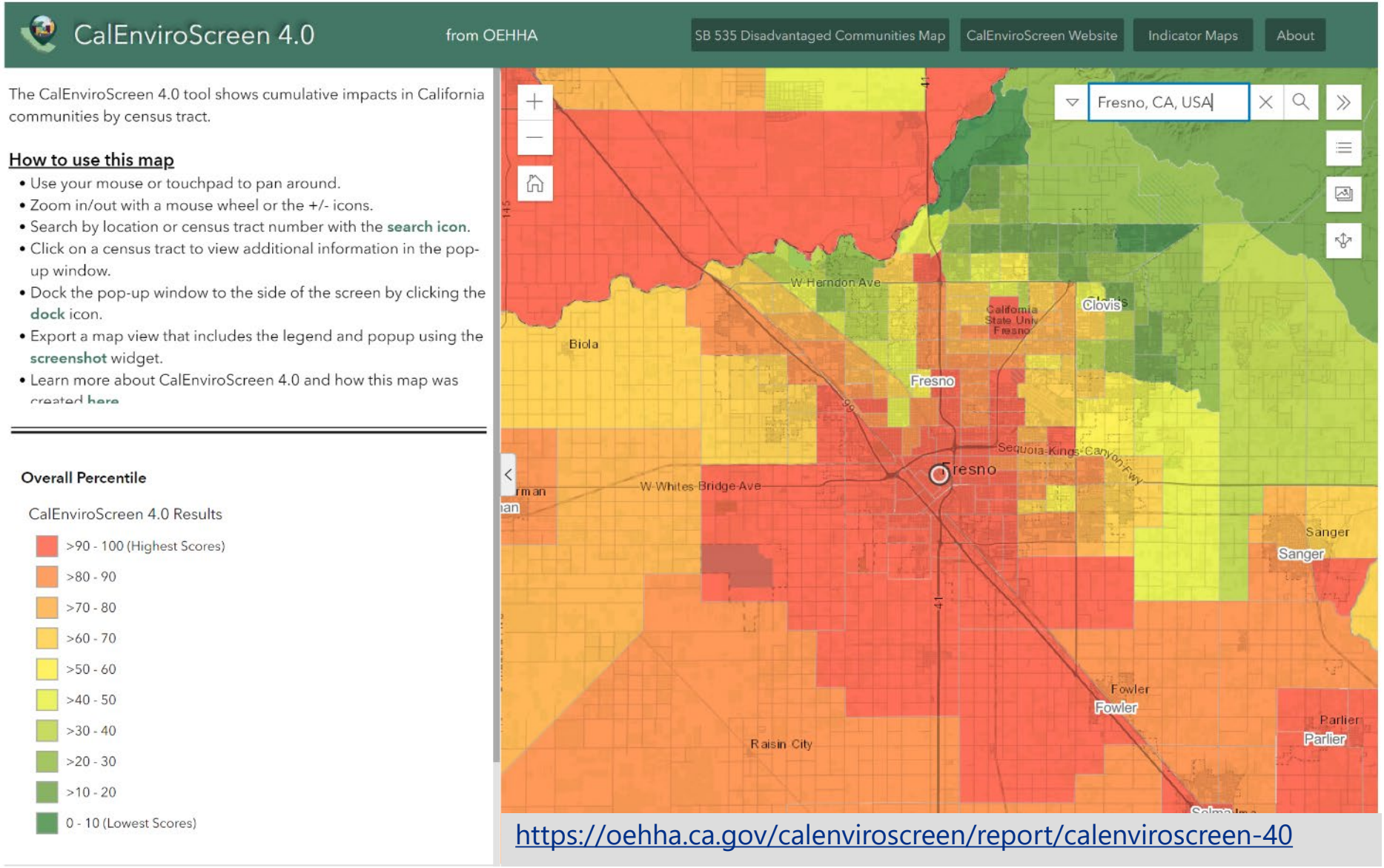
CalEnviroScreen Online Demo



https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

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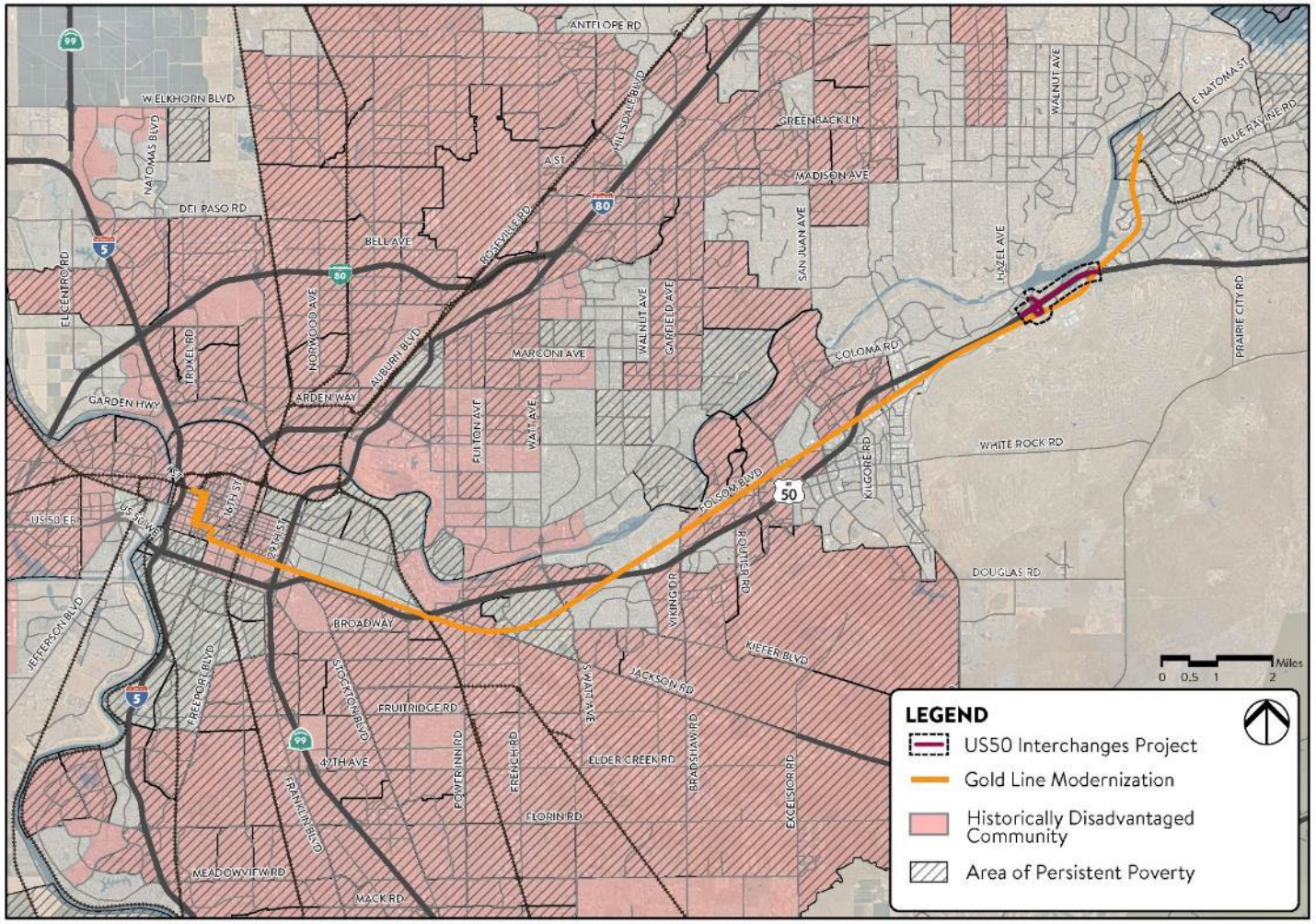
Federal: Areas of Persistent Poverty & Historically Disadvantaged Communities

- See Federal GIS Portal Online to see Mapping
- Example: Sacramento Region



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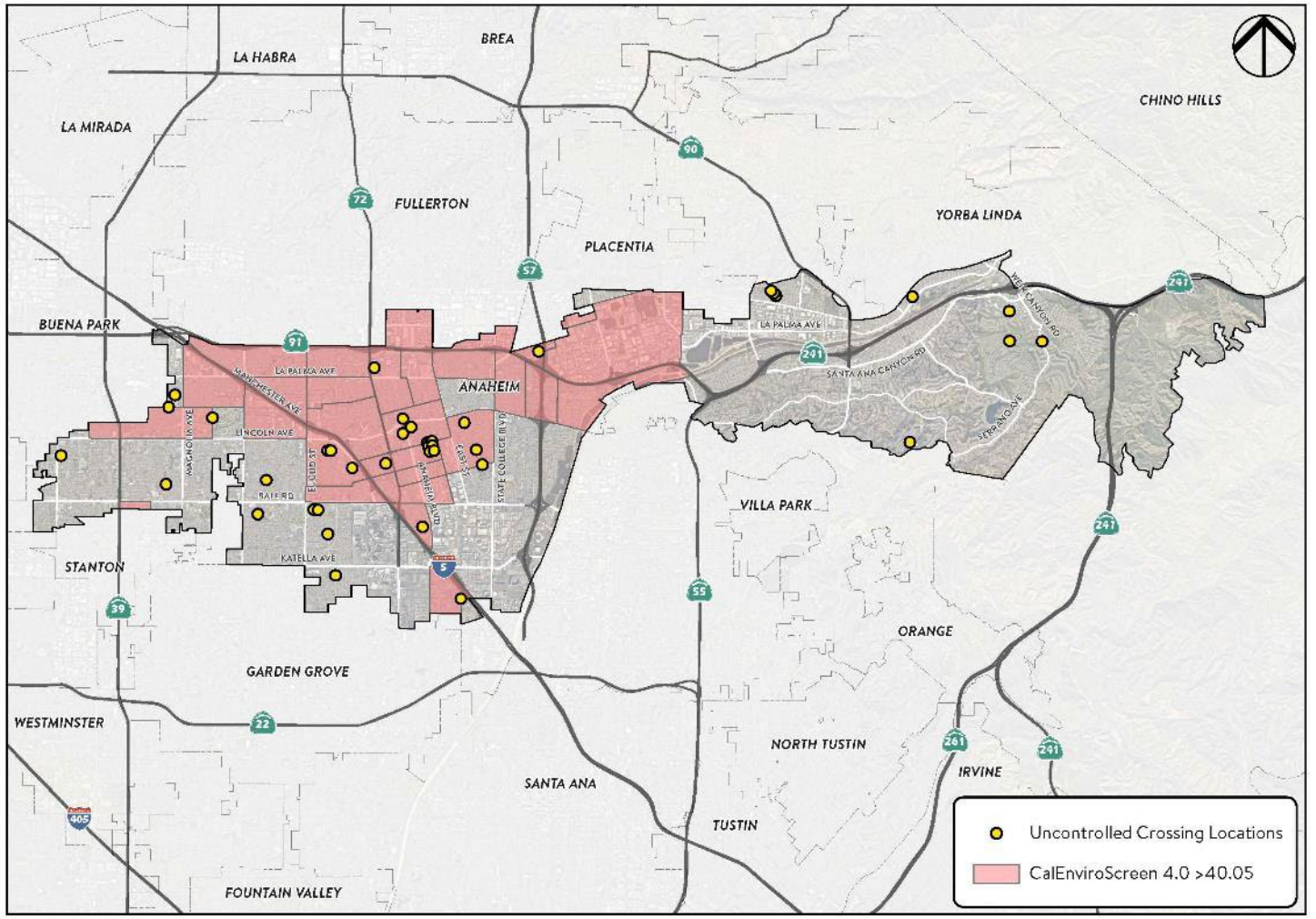
California: Mapping DAC's

- Case Study: Anaheim CalEnviroScreen 4.0 (SB 535)



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CITY OF ANAHEIM ATP CYCLE 6
CalEnviroScreen 4.0

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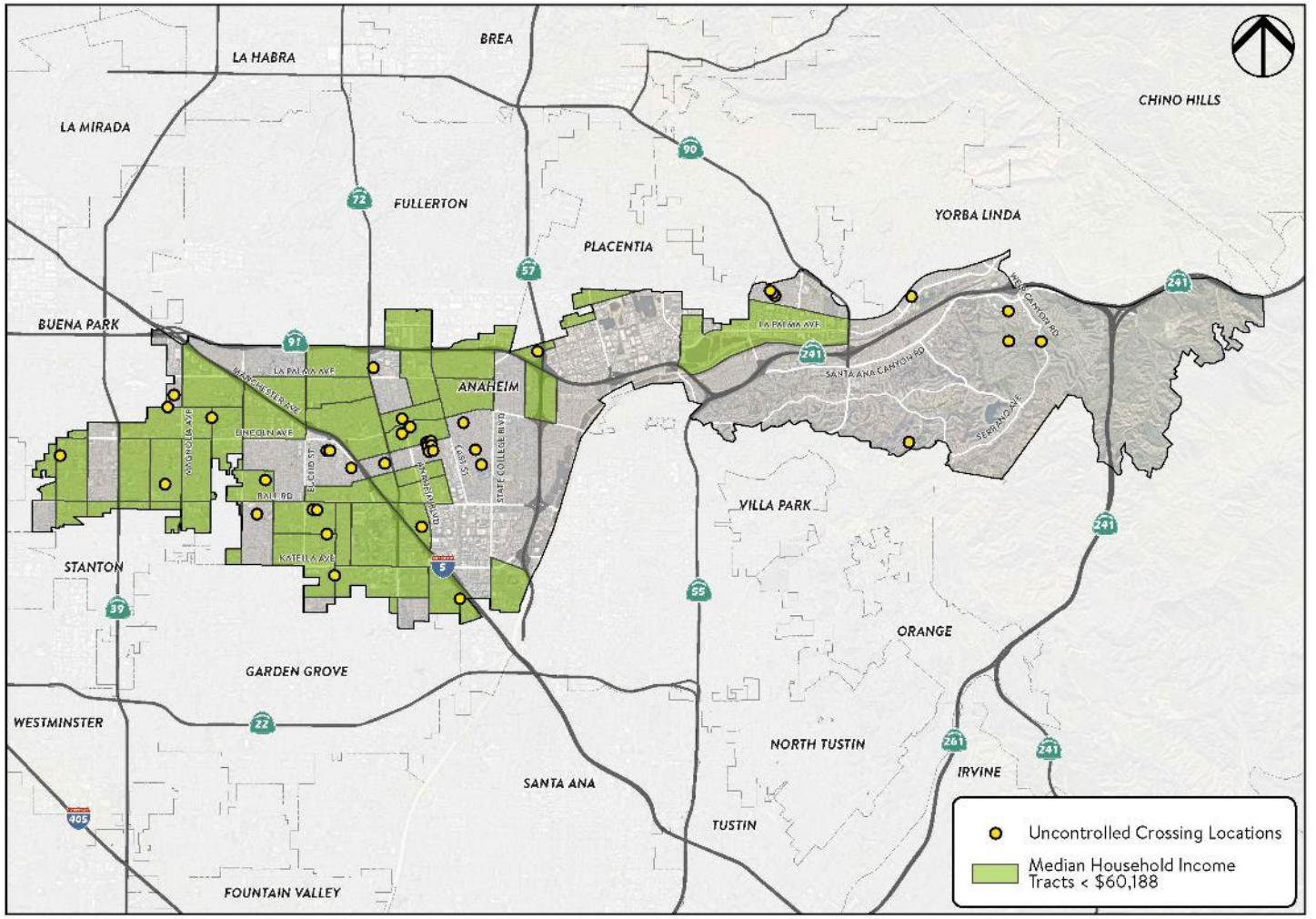
California: Mapping DAC's

- Case Study: Anaheim Median Household Income (AB 1550)



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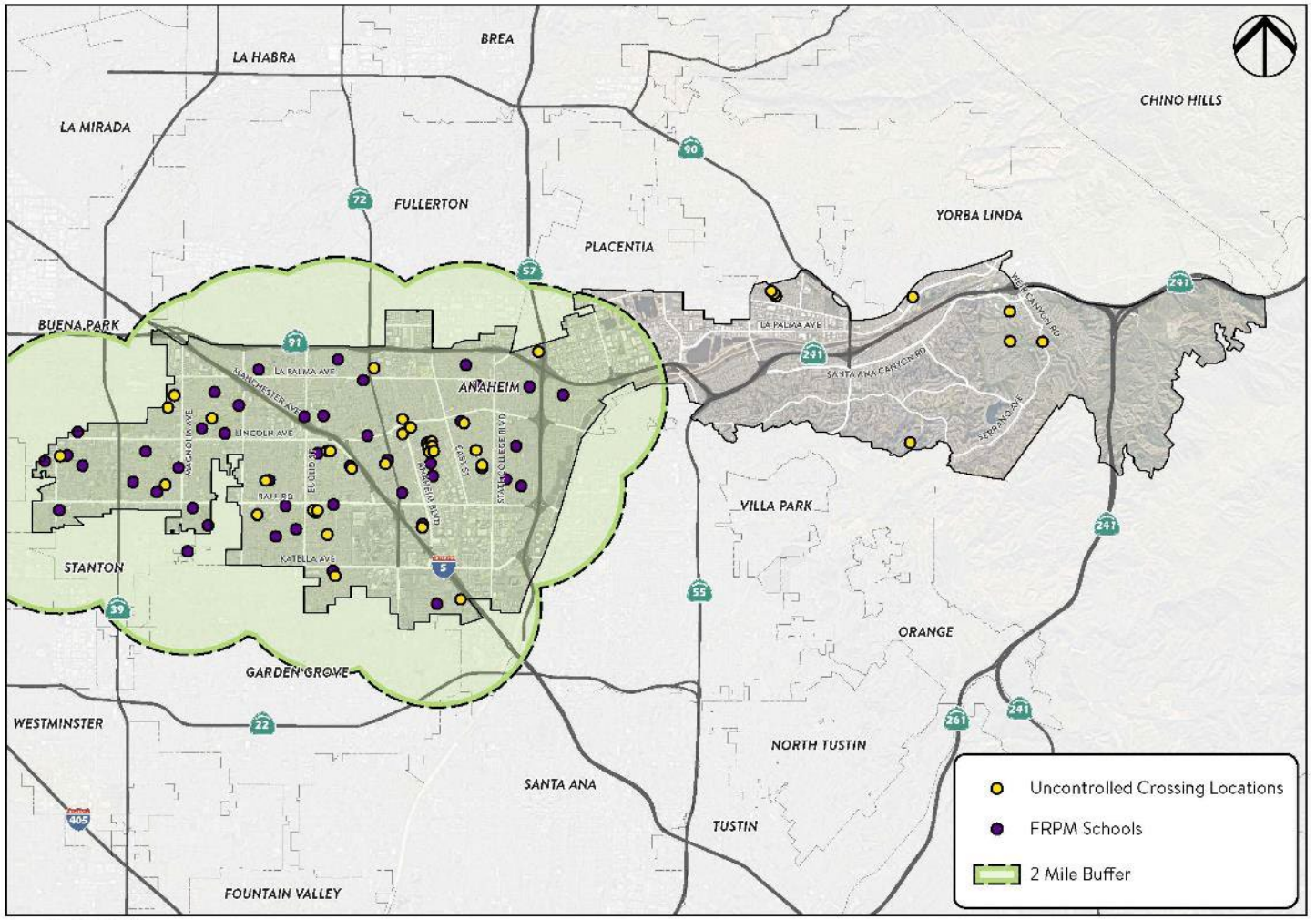
California: Mapping DAC's

- Case Study: Anaheim Free- and Reduced-Price Meals Schools



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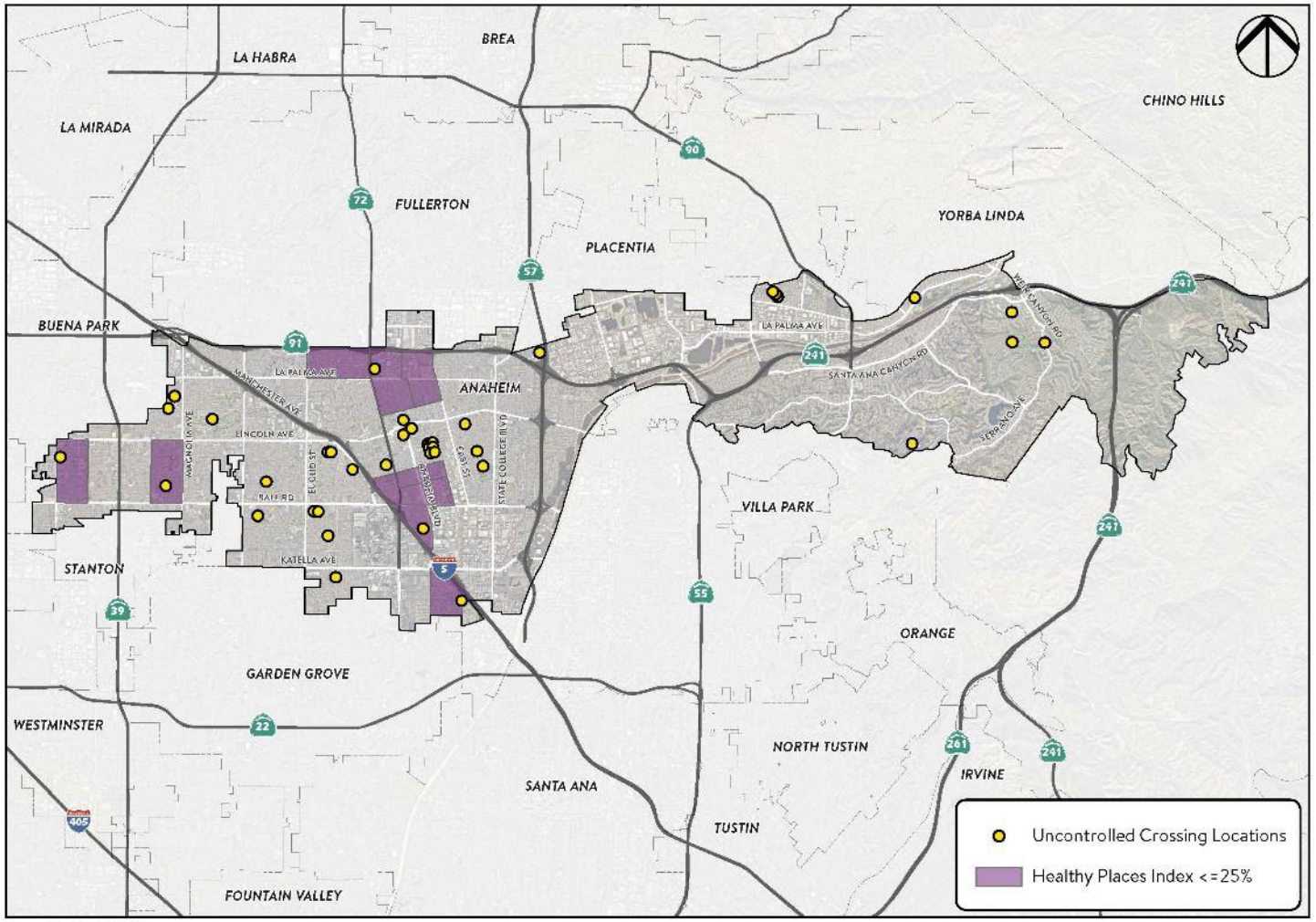
California: Mapping DAC's

- Case Study: Anaheim Healthy Places Index



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CITY OF ANAHEIM ATP CYCLE 6
Healthy Places Index

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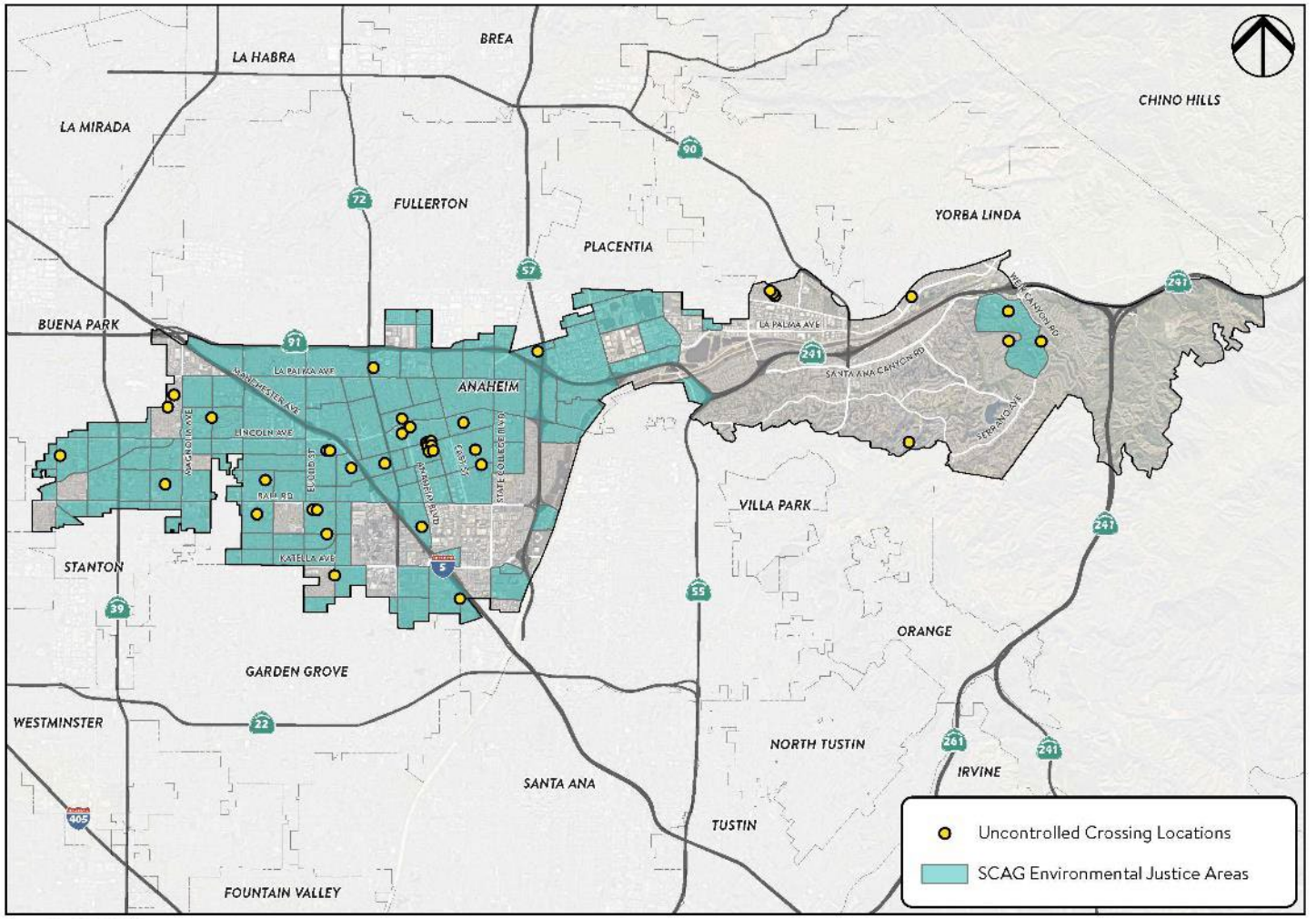
California: Mapping DAC's

- Case Study: Anaheim MPO Designated Environmental Justice Areas



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CITY OF ANAHEIM ATP CYCLE 6

Other Disadvantaged Community Areas

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California: Mapping DAC's

- Case Study: Anaheim
- Selecting one metric yields variation in locations or geography

ATP DAC Metric	TOTAL WITHIN	% WITHIN	TOTAL WITHIN 1/4 MILE	% 1/4 MILE
CES 4.0	24	57%	28	67%
MHI	19	45%	34	81%
FRPM	34	81%	N/A	N/A
HPI	4	10%	11	26%
SCAG EJ AREA	35	83%	37	88%

Interactive Poll

- Which Criteria would you select for an ATP grant?

ATP DAC Metric	TOTAL WITHIN	% WITHIN	TOTAL WITHIN 1/4 MILE	% 1/4 MILE
CES 4.0	24	57%	28	67%
MHI	19	45%	34	81%
FRPM	34	81%	N/A	N/A
HPI	4	10%	11	26%
SCAG EJ AREA	35	83%	37	88%

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Funding Need

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Understand Your Funding Need

- Have a firm grasp on project costs and current funding
- What phases need funding and project schedule
- Identifying the remaining needs

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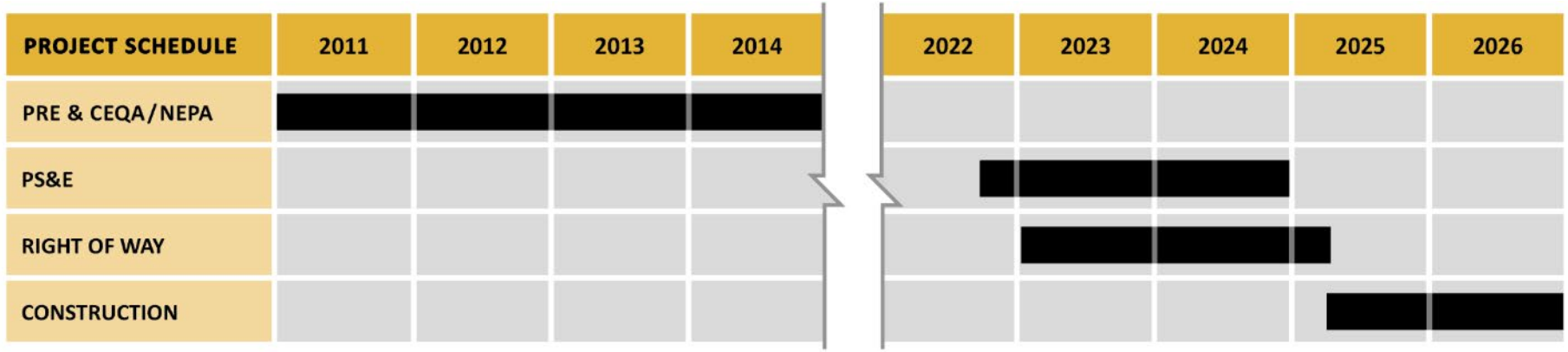
Current Project Status

- Project Phase
  - PA&ED
  - PS&E
  - R/W
  - CON
- Project schedule

Programs have different allocation and expenditure date requirements

- **HSIP – 3 or 3.5 years to reach CON**
- **LPP – 3 years to complete CON**
- **RAISE – Obligation by 9/30/26, expended by 9/30/31**



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Current Funding

- Current funding by phase
- Matching funds available
- Flexibility of match funds

Table 3 - Current 7th Street Bridge Funding

PHASE	HBP	CMAQ	County Funds (Measure L)	City Funds	TOTAL
Preliminary Engineering	$6,035,129	$1,200,000	$390,958	$390,957	$8,017,044
Right-of-Way	$3,801,478	$400,000	$246,261	$246,261	$4,694,000
Construction	$55,606,216	-	$6,505,045	$10,072,652	$72,183,913
TOTAL	**$65,442,823**	**$1,600,000**	**$7,142,264**	**$10,709,870**	**$84,894,957**

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What's the Funding Need

FUNDING SOURCE	PA/ED	PS&E	ROW	CON Sup	CON Cap	Total Cost
Measure D	$360	$2,310				$2,670
STIP-RIP	$1,830	$750	$1,100		$4,929	$8,609
RSTPX	$445					$445
SB1 SCCP				$8,760	$44,077	$52,837
SB1 LPP					$14,394	$14,394
TOTAL	$2,635	$3,060	$1,100	$8,760	$63,400	$79,955
Need					**$10,000**	

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Developing a Funding Plan

Case Study: Pioneer Road Improvement Project

- **What:** 6.5-mile complete street corridor with three connections to the State Highway System. ***$78 million project that had $8.65 million in measure funds.***
- **Desired Outcome:** Leverage existing funding to secure grant funds.

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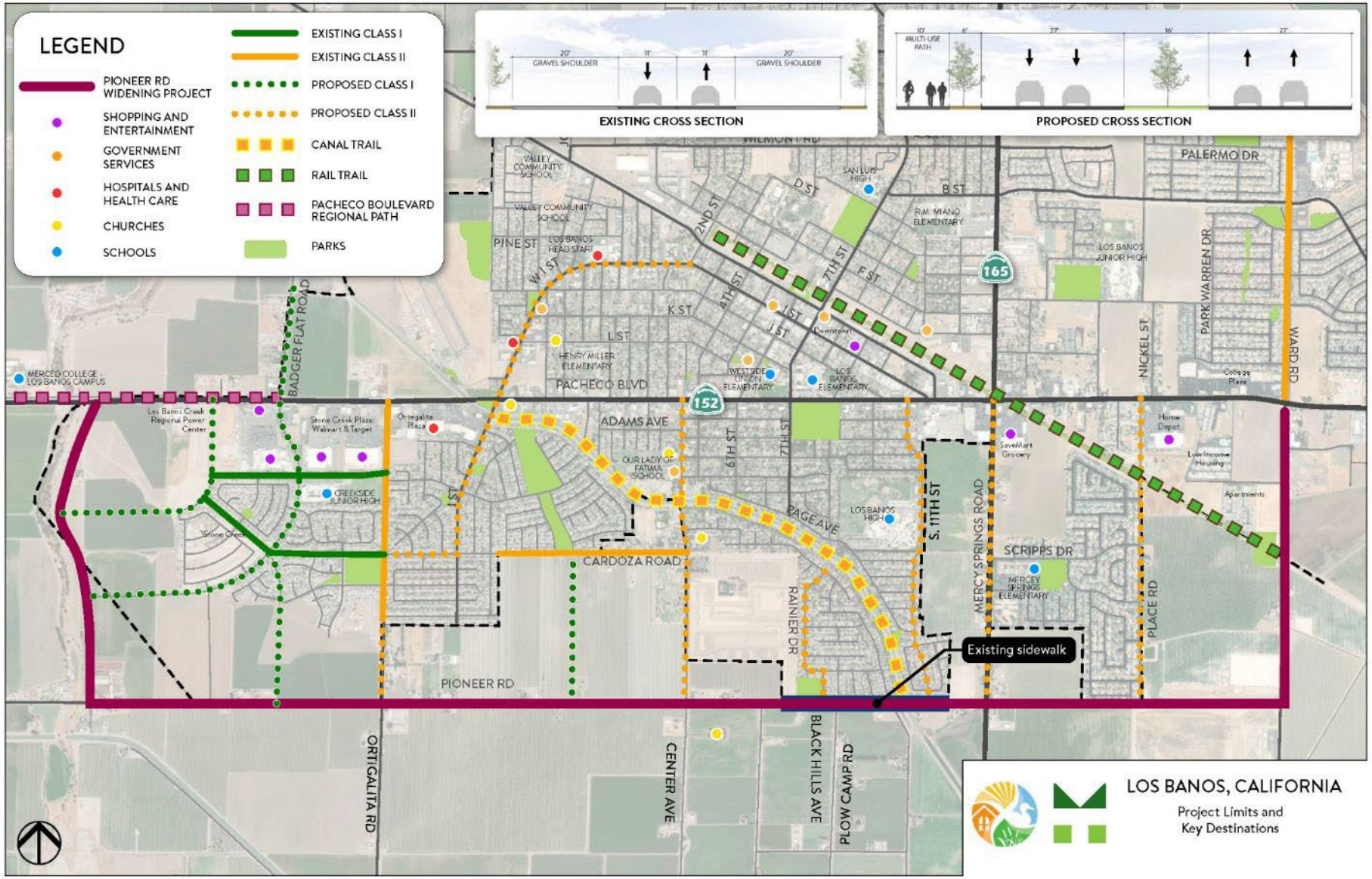
Developing a Funding Plan



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Developing a Funding Plan

Case Study: Pioneer Road Improvement Project

- **Action:** Determine the overall funding need by phase and move measure funds to maximize flexibility

Program	Phase 1 (PID)	Mark Thomas Phase 2A	Mark Thomas Phase 3A	Consultant Phase 2B	Consultant Phase 2C	Consultant Phase 3B	Consultant Phase 3C	R/W	CON	Total
Measure V		$151,019	$3,050,000			$291,000		$2,585,982	$2,571,999	$8,650,000
RTIF	$172,692	$658,600								$831,292
HIP Cycle 1		-		$306,308	$357,237					$663,545
HIP Cycle 2		-							$934,889	$934,889
HIP Cycle 3		-					$271,423			$271,423
HIP Cycle 4								$221,218		$221,218
LPP Formula Cycle 2		-		$599,000						$599,000
LPP Formula Cycle 3		-							$520,000	$520,000
ATP Future		-							$9,899,000	$9,899,000
Earmark		-					$490,000			$490,000
CRRSAA STIP				$916,935	$566,963					$1,483,898
RTIP		-							$5,400,000	$5,400,000
CMAQ 2021								$200,000	$1,300,000	$1,500,000
CMAQ Future									$1,000,000	$1,000,000
Unmet Need		-							$45,474,112	$45,474,112
Total	$172,692	$809,619	$3,050,000	$1,822,243	$924,200	$291,000	$761,423	$3,007,200	$67,100,000	$77,938,377

Green highlighted cells are funds committed to date totaling **$22,565,265**.

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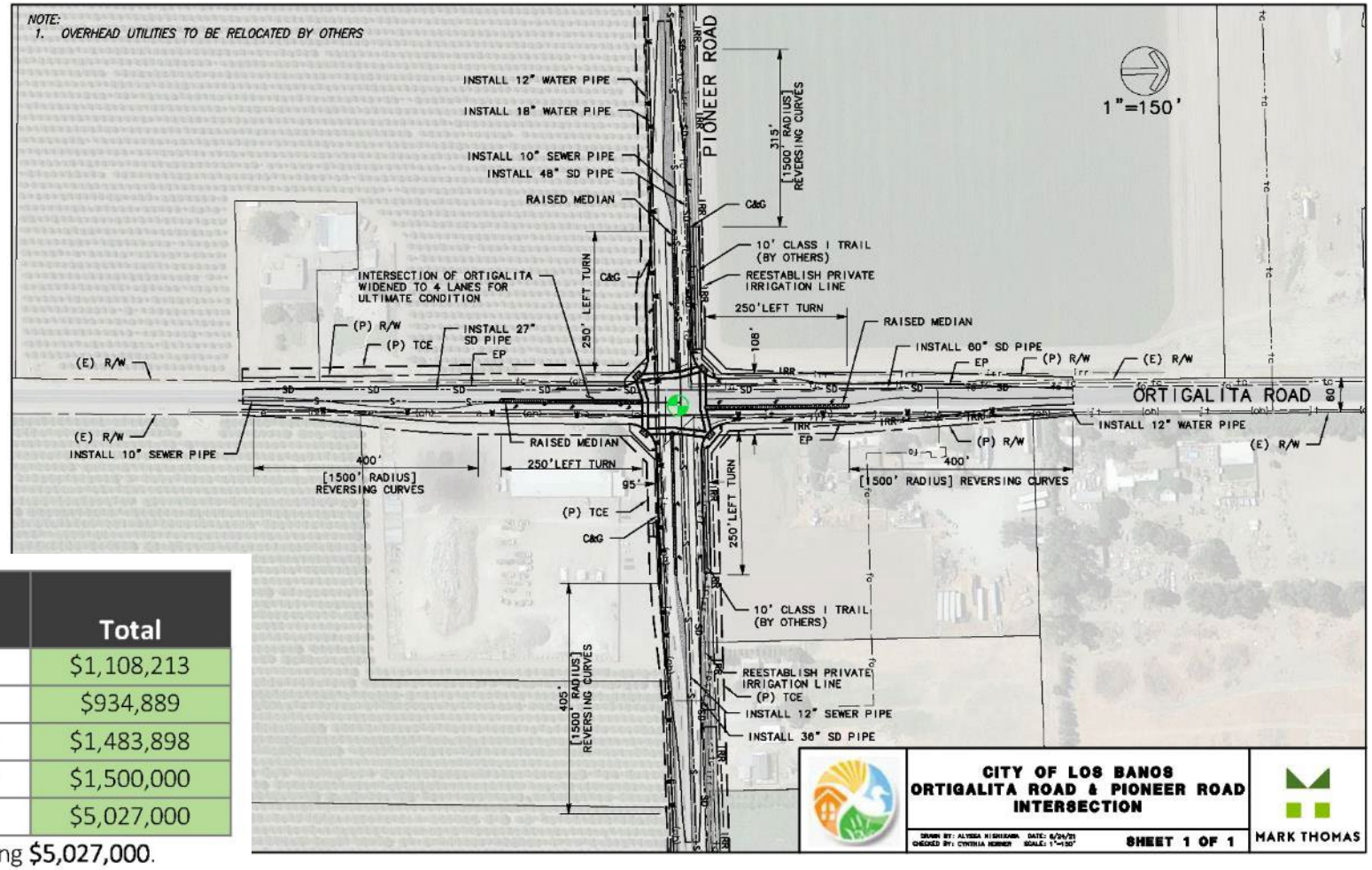
Developing a Funding Plan

Case Study: Pioneer Road Improvement Project

- **Success:** Take advantage of early grant funding opportunities



Program	R/W Capital	CON	Total
Measure V	$215,000	$893,213	$1,108,213
HIP Cycle 2		$934,889	$934,889
CRRSAA		$1,483,898	$1,483,898
CMAQ 2021	$200,000	$1,300,000	$1,500,000
Total	$415,000	$4,612,000	$5,027,000

Green highlighted cells are funds committed to date totaling **$5,027,000**.

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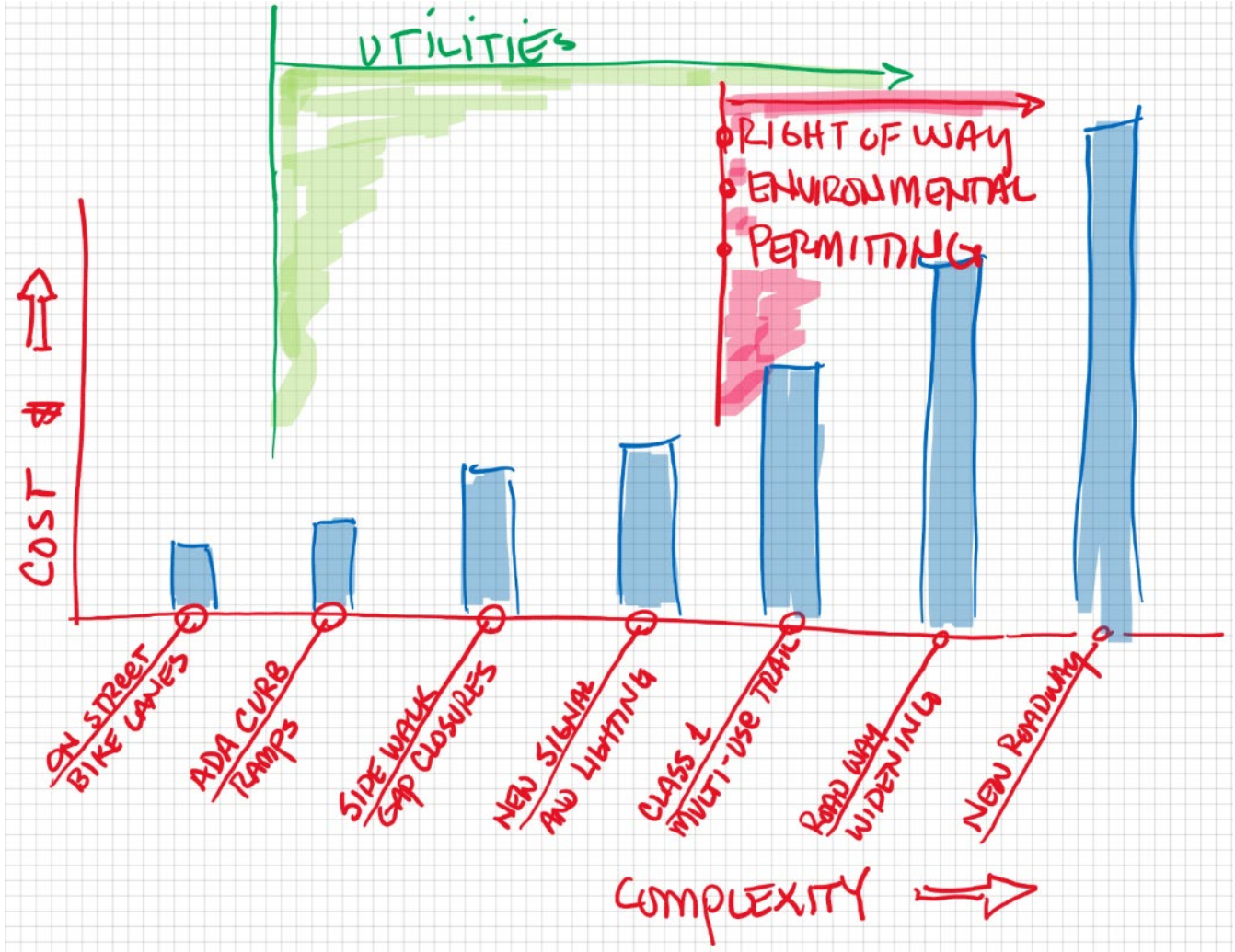
Accurate Cost Estimates

- Reduce funding shortfall
- Grants will not cover cost increases
- Don't forget to include:
  - Utilities
  - Drainage
  - Right of Way
  - Permitting
- Include contingencies



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End of Day 1

Discussion Topics

Day 1

- Understanding Competitive Funding Programs
- Impacts of Federal Funding
- Environmental Status
- Impacts on State Right of Way
- Project Definition
- Identifying Underserved Communities
- Funding Need

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Discussion Topics

Day 2

- Matching Project with Funding Opportunity
- Community Engagement
- Advance Dialogue with Funding Agencies
- Communication as Storytelling
- Developing Compelling Graphics
- Securing Letters of Support
- Political Trends and Evolving Policies

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Matching Project With Funding Opportunity

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Finding the Right Funding Program

- Key Considerations/Questions to Match with Funding
  - Evaluate Project Components
    - Does the project needs/solutions align with key funding goals?

SCCP — **Multimodal projects to reduce congestion and GHG**

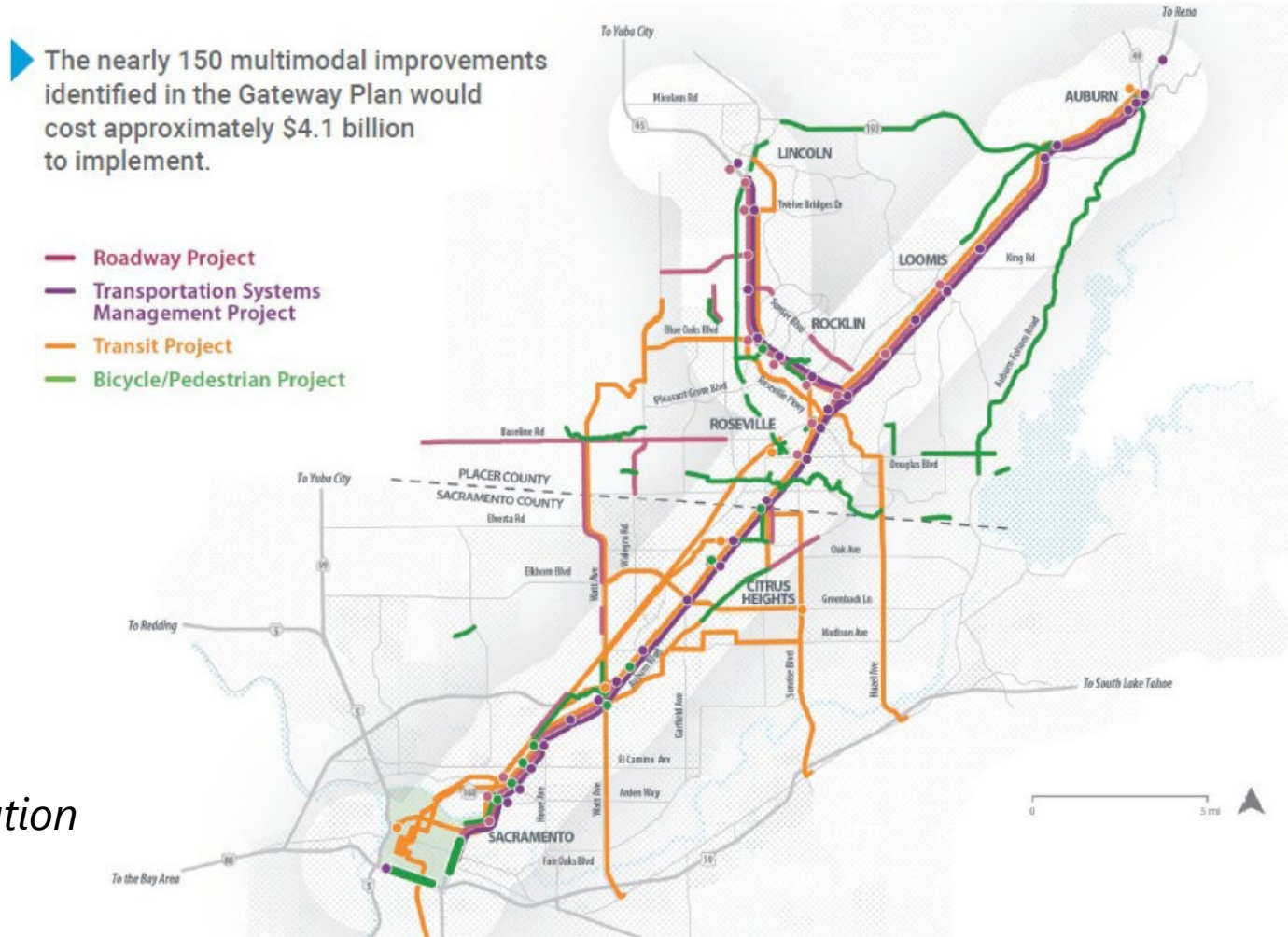
TCEP — **Freight and goods movement projects on the freight network**

  - What is the status of environmental clearance
    - Will environmental clearance improve project competitiveness
    - Is environmental clearance a pre-requisite for phase of work requested?
  - Might the project utilize Federal Funds
    - Is NEPA clearance completed or anticipated
    - Would the NEPA clearance work for the project schedule?

Finding the Right Funding Program

- Is there a history multiagency collaboration?

Placer-Sacramento Gateway Plan Collaboration



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Finding the Right Funding Program

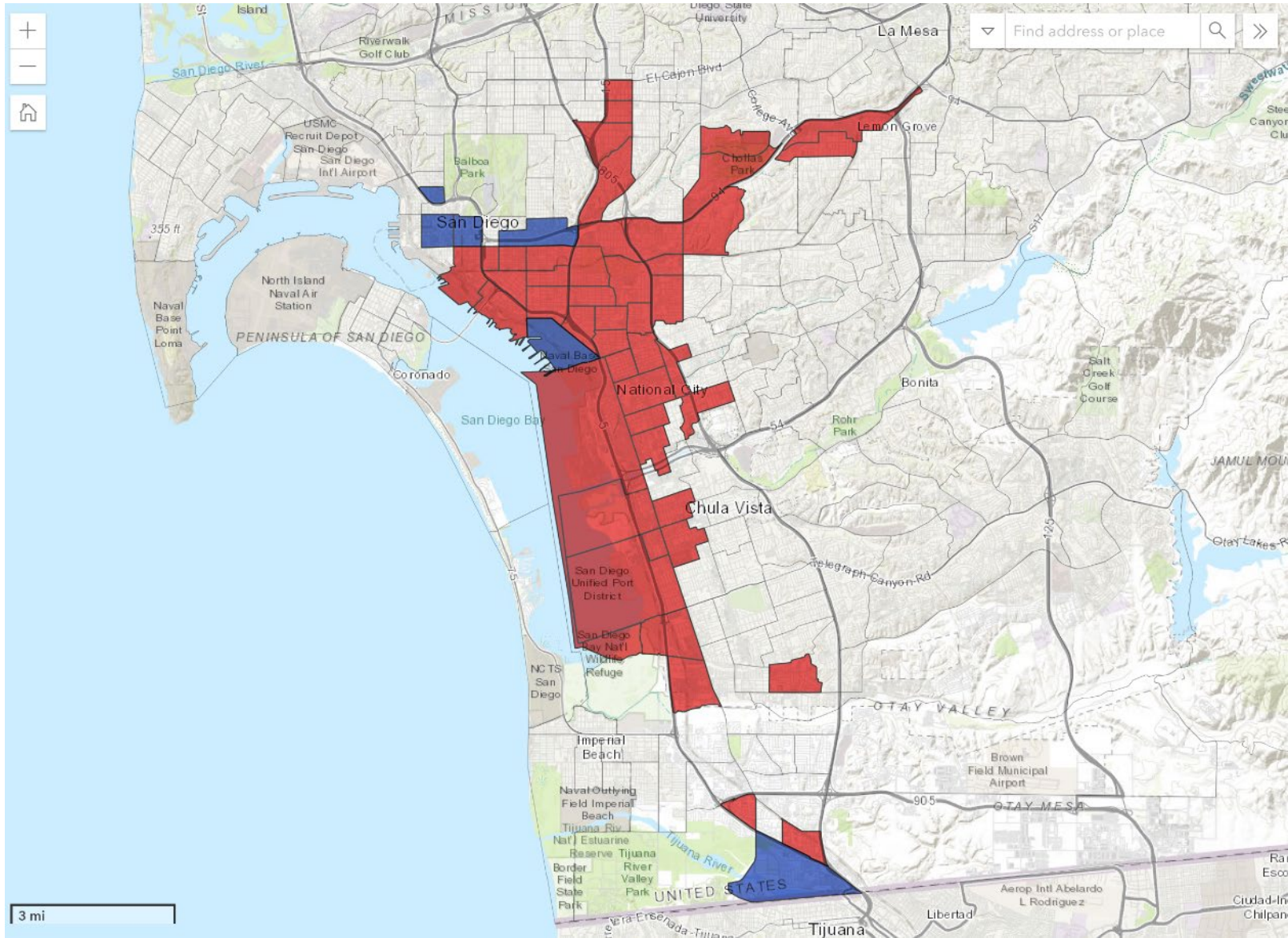
- Where to start with multiagency collaboration?
- Start with Coffee & Pastries!
- Consider Involving Elected Official
- Invite Agencies to Discuss Project and Identify Shared Goals
- Don't Forget RTPA, Caltrans, Neighboring Agencies, etc.

Placer-Sacramento Gateway Plan Collaboration

MARK THOMAS

Finding the Right Funding Program

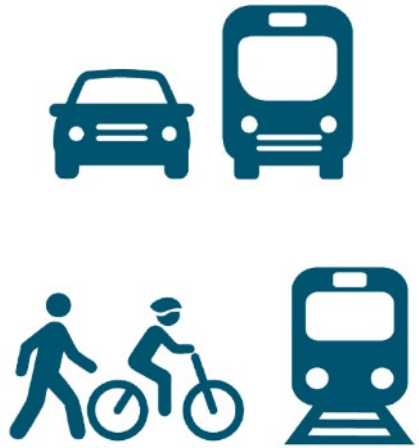
- Is Benefit to Underserved/ Disadvantaged Community a Key Criteria?
- Example: CES 4.0 for San Diego Area
- Can Project Provide Nexus to DAC?

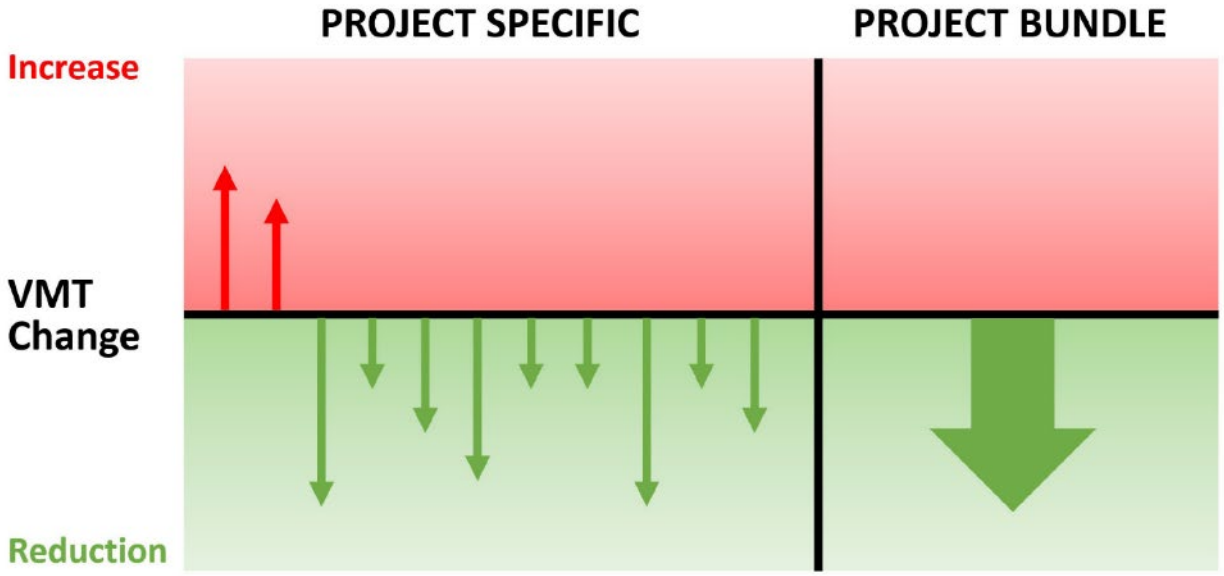


MARK THOMAS

Finding the Right Funding Program

- Purpose to Bundling of Various Modal Project Types
  - Increasing expectation for holistic range of transportation solutions
  - Consider grouping multiple projects within single grant pursuit
  - Demonstrate network approach for travel choices
  - Distribute benefits to range of solutions





Generic Concept for Distributing Benefits

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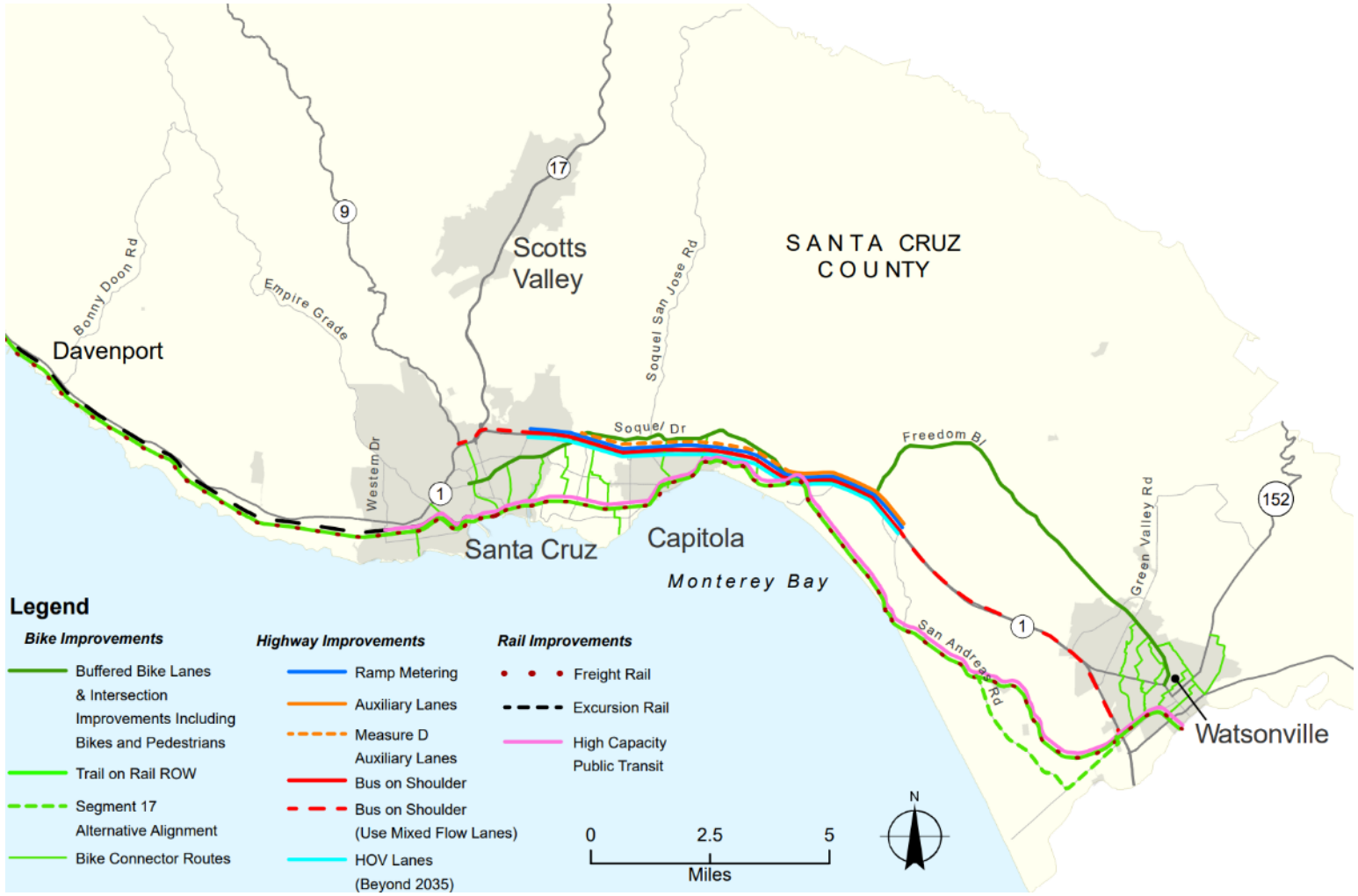
Finding the Right Funding Program

- Multimodal Corridor Example: Santa Cruz Unified Corridor



Interactive Poll

Has your community bundled projects for a larger grant pursuit?

- Yes
- No
- Not a chance
- Maybe

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Community Engagement

MARK THOMAS

Interactive Poll

Do you get involved in the public engagement

- Yes
- No
- If my boss tells me to

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Facilitating Community Engagement

Purpose: Ensure community input to confirm project is viable and sought by stakeholders.

Engagement demonstrates to funding agencies the project idea will better manage future conflict.

- Consider Wide Range of Engagement Activities
  - Workshops, Tabling
  - Field Events (Walk/Bike Audits)
  - Focus Group Activities (Ex: Youth Engagement at Schools)
  - Demonstration (Tactical Urbanism, Pop-Up) Events
  - Surveys, Web-Mapping Exercises
  - Wide-Ranging Safety Faire/Events

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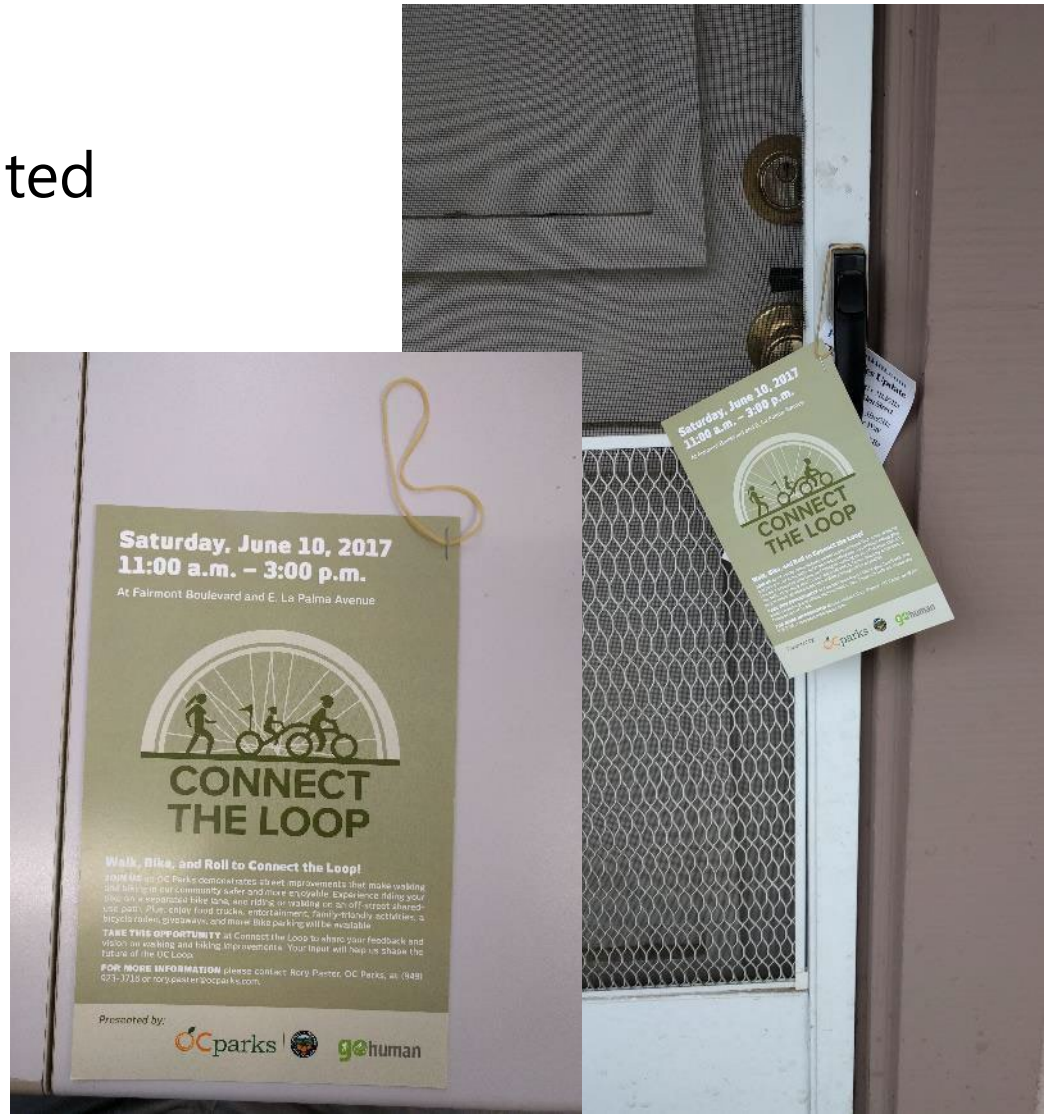
Facilitating Community Engagement

- Additional Engagement Activities
  - Print survey in local newspaper and prompt return at workshop or designated place/time
  - Doorhangers
  - Mail Postcards to Nearby Addresses
  - Virtual Walk Audits



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Facilitating Community Engagement

Consider Taking Events to the Community

- How are Disadvantaged Community Members Involved
  - Language Translation Promoted in Event Materials
  - Provide Headsets and Translation
  - Engage Non-Transportation Groups (Social, Religious, Advocacy, etc.)
- Customize Approach for Each Project

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Language Translation

- Provide Headsets and Translation of Materials
  - Consider Dedicated Workshops or Parallel Language Services
  - Facilitate Meetings in Trusted Venues
  - Consider Activities for Children and Refreshments

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Example: Walk Audit With Parents

- Facilitate Parent Input
  - Meet After On-Campus in Known Venue
  - Get Input from Various Stakeholders Such as School Staff, Students, Parents, Crossing Guards, etc.
  - Document Everything

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Link Engagement with Other Events

- Align Engagement with Community Events
  - Bike Lights/Helmet Distribution
  - Other Community Festivals/Events
  - Look for Non-Transportation Events
  - Pedestrian Improvements

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Demonstration Projects

- City of Westminster "Experience Hoover" Go Human Event
  - 2-way Separated Bikeway
  - Roundabout
  - On-Street Bike Lanes
  - Pedestrian Improvements

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Safety Faire

- City of Anaheim “Cruise with a Cop” Event
  - Promoted with 3 Local Elementary Schools
  - Safety Fair with Tabling
  - Short Bike Ride with Local Police and “Oscar El Oso”

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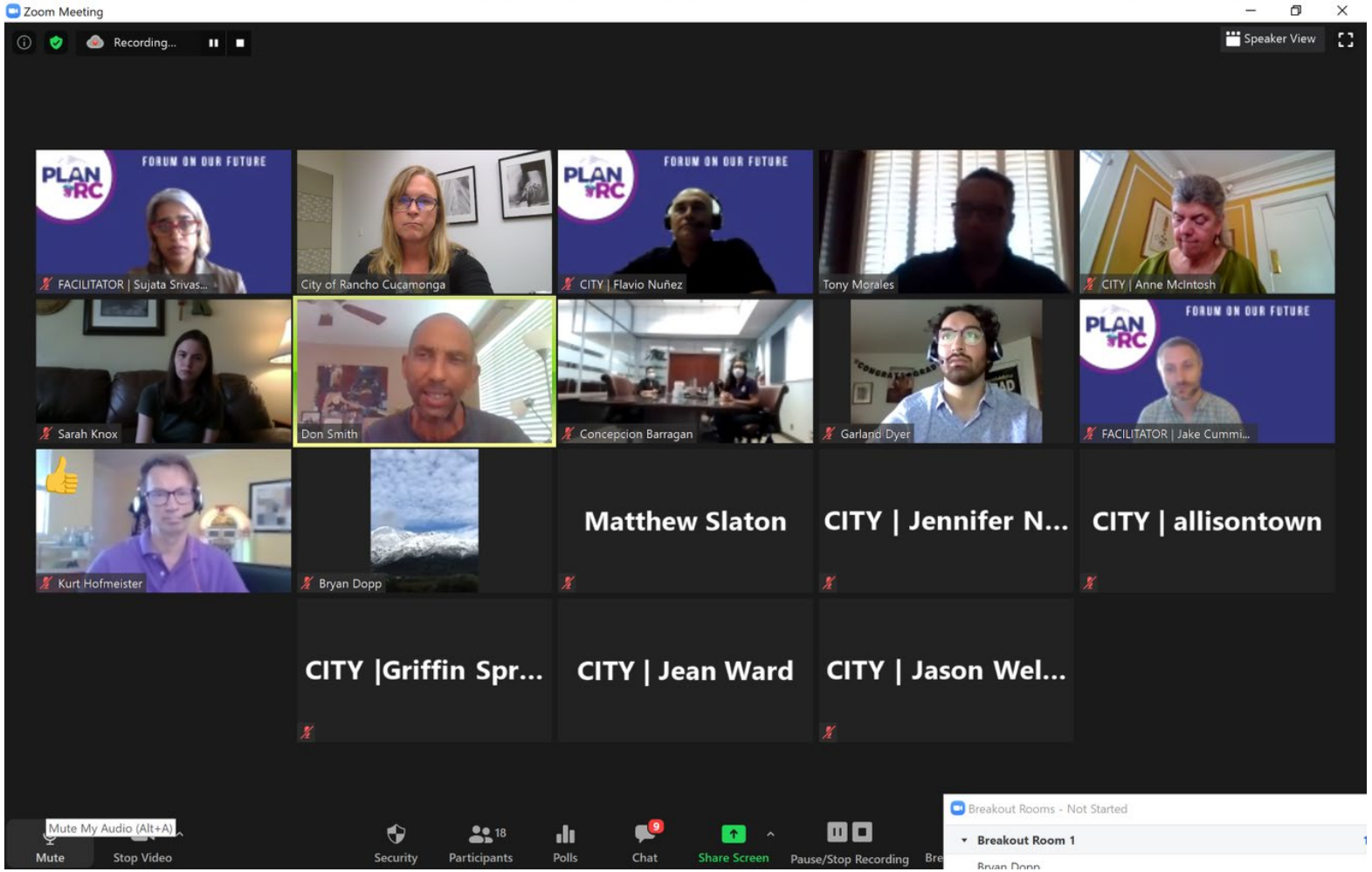
Virtual Workshops

- Lots of Logistics
- Hybrid = more complicated!
- Potentially greater each
- Utilize 2nd language parallel translation



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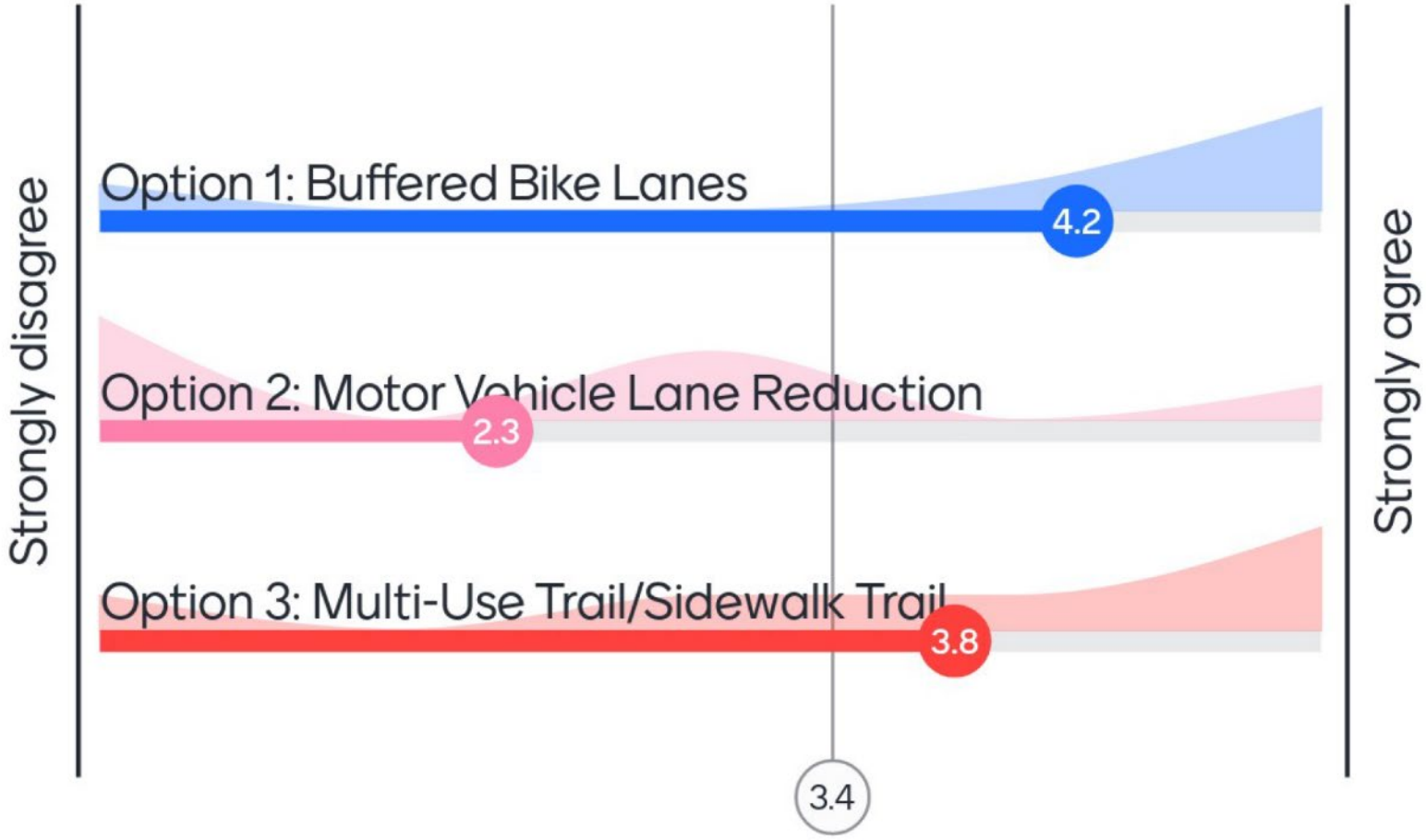
Virtual Workshops

- Keep it dynamic and concise
- Make it interactive
- Utilize survey tools
- Consider recording webinar for posting online and subsequent viewing



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Interactive Poll

Which engagement activity do you think is most effective:

- In-Person Workshops
- Walk Audits
- Mailing to Addresses
- Demonstration Events
- Community Event Tabling
- Focus Group Meetings
- Virtual Workshops
- Online Mapping
- Digital Surveys

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Advance Dialogue with Funding Agencies

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Interactive Poll

Which grant programs are you pursuing this year?

- ATP
- HSIP
- Regional Program
- LPP
- TCEP
- SS4A
- RAISE/MPDG

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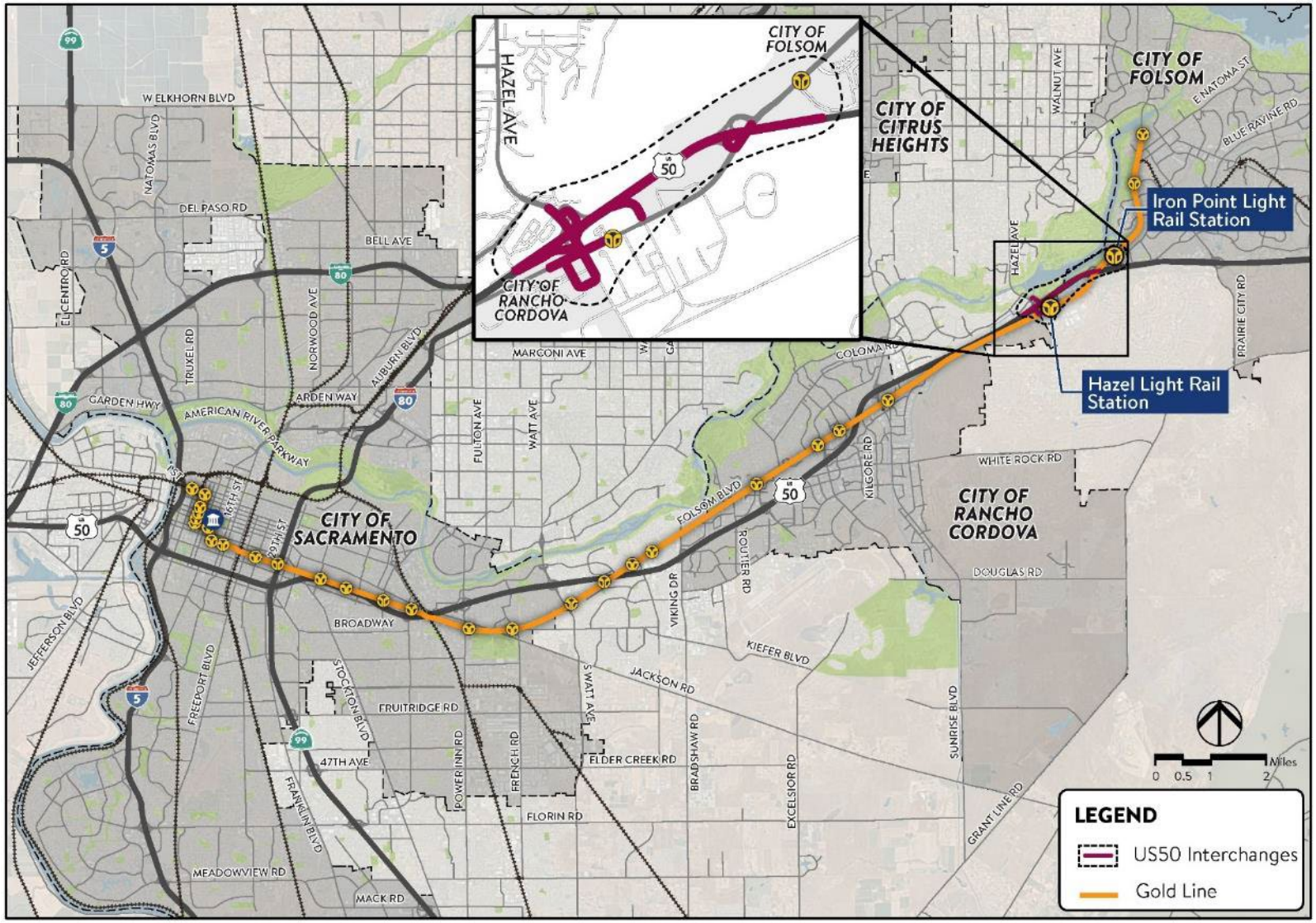
Advance Dialogue with Funding Agencies

- Encouraged to meet with funding agencies in advance
- Will help position grant for success by:
  - Selling your project
  - Describing the benefits
  - Gaining input
  - Provide time to pivot to align with goals

MARK THOMAS

Sell the Project

- Describe the project background
  - How project identified
  - Project limits and scope
  - Project purpose and need
- Existing site photos
- Share engineering drawings



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Describe the Project Benefits

- Know the grant program goals
- Describe benefits aligning with program goals
  - Disadvantaged communities support
  - Collision reductions
  - Vehicle-miles traveled reduction
  - Greenhouse gas emissions
  - Improved truck throughput
  - Increased transit ridership
- Provide information in easy-to-understand format

MARK THOMAS

Request Input

- There's always room for improvement
- Funding agencies have great ideas on how to improve an application
- Ask what they will be looking for in the reviews
- Request areas for improvement

Case Study: OC Loop Segments OPQ

CTC staff recommended Orange County submit the 2.7-mile bikeway in two applications. 1 application for all three segments and 1 application for a single segment. This approach result in a 91 score for Segment O and securing $4.6 million in ATP funding.

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Consider Revisions

- Review what was shared
- Check against program guidelines
- Identify the refinements needed

Funding agencies are concerned with schedules to verify funds are allocated prior to deadlines. Provide sufficient space between allocation date and the end of the program.

MARK THOMAS

Funding Agency Meeting

Case Study: Third Street Grade Separation

- **What:** Discuss the project with the CTC and ***share how the project meets TCEP goals.***
- **Desired Outcome:** Increase project awareness and understand how to enhance the application.

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Funding Agency Meeting

Case Study: Third Street Grade Separation

- **Cost/Schedule:** Show funding need and meeting allocation deadlines

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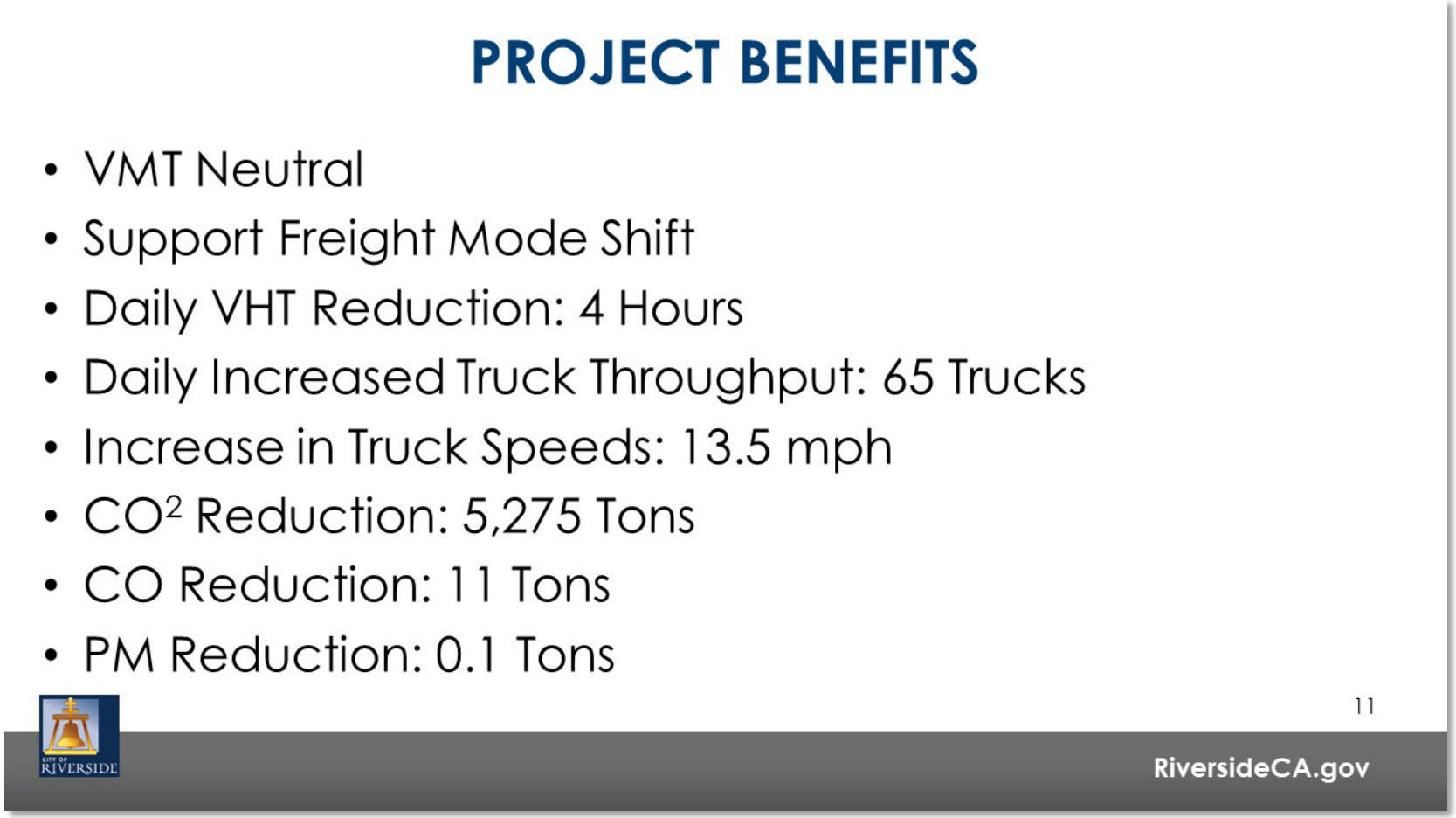
Funding Agency Meeting

Case Study: Third Street Grade Separation

- **Benefits:** Describe how project meets program goals.



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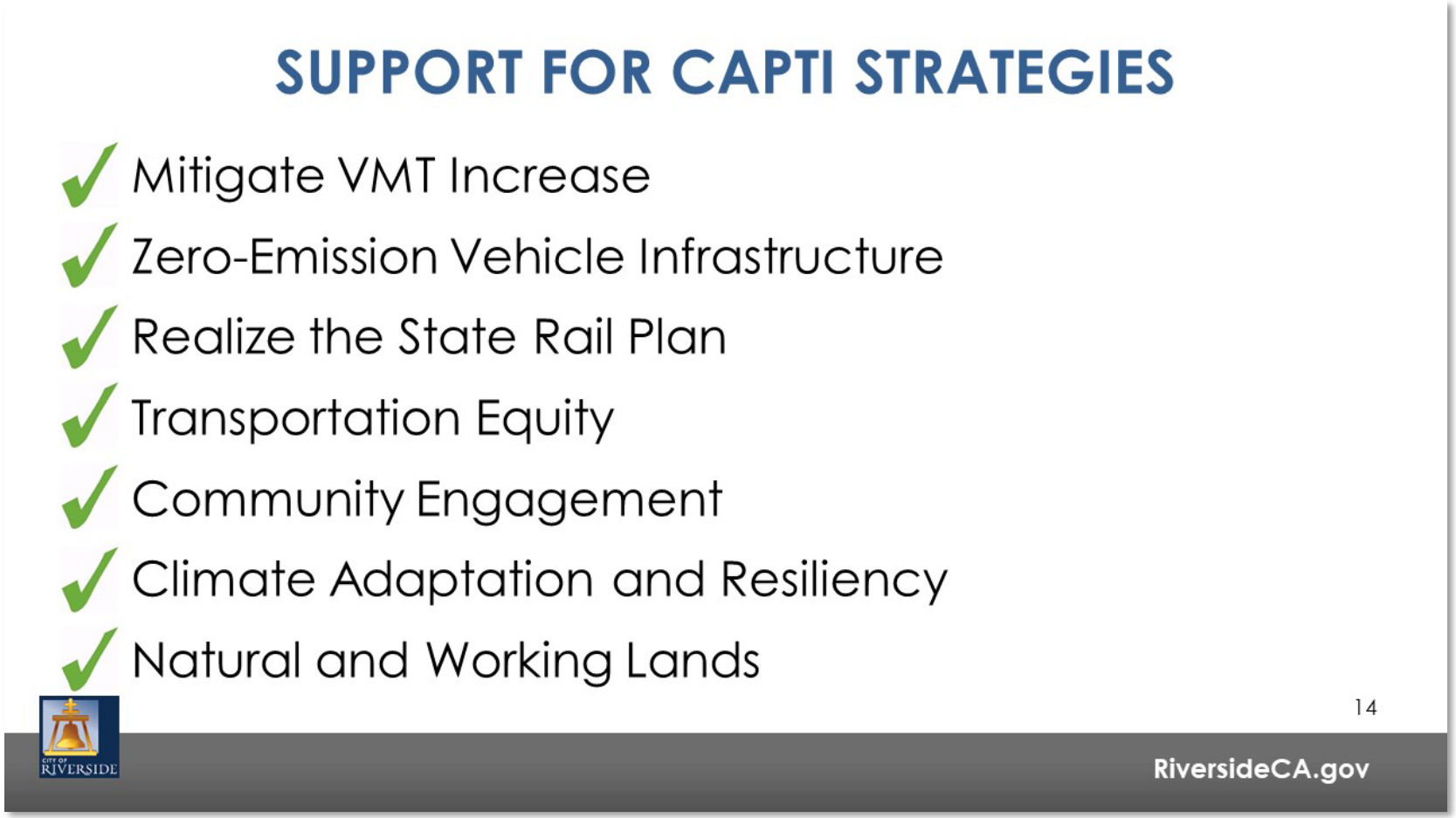
Funding Agency Meeting

Case Study: Third Street Grade Separation

- **Policies:** Describe how project meets funding policies



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Communication as Storytelling

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Communication as Storytelling

- Culmination of selecting the right program, talking to funding agencies, and understanding policies
- Use effective language to sell the project
- Understand and incorporate data wherever possible
- Include information from planning documents
- Tie back to the project benefits

MARK THOMAS

Tell Your Project Story

- Provide the project history and background
- Describe transportation challenges
  - Safety
  - Multimodal access
  - Goods movement
  - Air quality
  - Vehicle congestion
- Highlight the project benefits and how address the challenges
- Community and stakeholder support

MARK THOMAS

Tell Your Project Story

Case Study: Skyway Connectivity ATP Application

Challenge: 2018 Camp Fire severely damaged Paradise. Infrastructure investment is needed to rebuild.

As the Town recovers from the Camp Fire, residents are becoming increasingly aware of and excited for the opportunity to rebuild in the Town. ***As the infrastructure that was destroyed by the fire is slowly but surely being rebuilt, the community is re-prioritizing existing deficiencies in the Town's active transportation network, recognizing that large gaps in bikeways, lack of sidewalks, lack of connected trail networks, and poor evacuation routes - all of which exist on Skyway Road - making biking or walking unsafe.*** Currently, many community members recognize that cars travel too closely to the few existing bike paths, and the bike paths that do exist face discontinuity. Investments in active transportation projects is the next step in the community's journey to rebuild and reestablish itself.

MARK THOMAS

Tell Your Project Story

Case Study: I Street Bridge Replacement LPP Application

Challenge: Economic development along the Sacramento River.

The Project is major component of the economic competitiveness of the Sacramento region. The Project reduces congestion and supports private economic development. The Project supports growth and redevelopment infill developments in the Washington District, the Railyards, and River District that will add thousands housing units and job opportunities within the Sacramento Central Business District/Riverfront Employment Center. These infill developments are located within Opportunity Zones, as shown in Figure 9. ***More than 24,000 jobs will be created because of the planned redevelopment. The new bridge will support this employment center by creating a key connection for current and future residents of these infill areas to access jobs in the Downtown area.***

MARK THOMAS

Tell Your Project Story

Case Study: Santa Ana Grade Separation RAISE Application

Challenge: Transportation facilities impacting underserved communities.

A lack of local transportation choices, consistent infrastructure, and safe facilities inhibit first-last mile connectivity between SARTC and the local communities. This in turn adds barriers to local and regional employment opportunities that local residents would otherwise be able to access through SARTC – making upward financial mobility more challenging. As the main thoroughfare for local communities, the challenging safety conditions of Santa Ana Boulevard are more likely to impact local residents, many of whom do not have access to a vehicle. ***The safety conditions, traffic congestion, and air and noise pollution all further contribute to equity challenges that the local communities disproportionately face.***

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Data Interpretation

- Lots of different data sources
  - Traffic studies
  - Environmental documents
  - California Healthy Places Index
  - EJSCREEN
  - Employment data
- Understand what is demonstrating
- How can you use that data to support your grant application

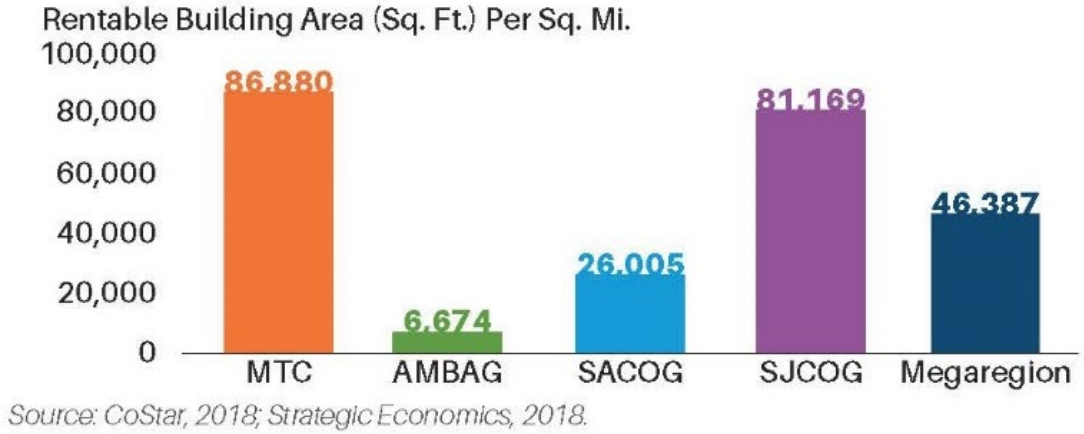
MARK THOMAS

Incorporating the Data

Case Study: I-580/International Parkway TCEP Application

Challenge: Project support for fulfillment centers in San Joaquin County.

Goods movement in the Megaregion was recently studied in the MTC Northern California Megaregion Goods Movement Study. The exponential growth of e-commerce has driven the warehouse and distribution centers throughout the Northern California Megaregion. 63% of industrial land use throughout the Megaregion is warehousing comprising approximately 940,000,000 SF. Over the past decade, the average size of warehouse and distribution buildings in the Megaregion have more than tripled to 188,000 square feet. ***Within San Joaquin County there is approximately 81,169,000 SF of warehousing per square mile.***



Source: CoStar, 2018; Strategic Economics, 2018.

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Incorporating the Data

Case Study: OC Loop Segment O ATP Application

Challenge: Bikeway provides access to job centers.

In addition to recreational users, the multi-purpose trail will also provide disadvantaged community members who are also industrial workers with improved access to the light industrial employment centers that are adjacent to the Coyote Creek Bikeway. ***There are 8,873 jobs within 1/2 mile and 32,058 jobs within 1 mile of the project corridor. The density of employment opportunities near the project promotes the Coyote Creek Bikeway as a commuter facility.*** In the City of Cerritos, where the Coyote Creek Trail forks and the project area begins, so do industrial and retail land use patterns. Employment centers such as Pepsi Bottling Group, Exemplis, Mayflower Distributing, and several packing and logistics companies flank both sides of Segment O. Improved multi-modal connectivity along the Coyote Creek multi-purpose facility will better serve employees within the industrial area by providing alternative opportunities to reach their employment destinations.

Incorporating the Data

MARK THOMAS

Legend

- Segment N Alignment
- Connecting Segments
- Rail
- Parks
- City Boundary

10+ Schools within 1/2 mile

15+ Parks within 1/2 mile

63.9k Residents within 1/2 mile

OC Loop Regional Map

OC Loop Fact Sheet (June 2015)
Sources: County of Orange OC Loop Gap Feasibility Study (April 2015), OCTA

www.octa.net/ocloop

OCTA

Incorporating the Data

Case Study: Grant Line Road Realignment LPP Application

Challenge: Poor roadway and intersection operations.

A traffic report was prepared for the Project to evaluate the performance of the preferred alternative. The traffic report analyzed traffic volumes and conditions over a 20-year horizon with 2035 being the design year. ***Grant Line Road will operate at level of service (LOS) F as a two-lane roadway under no build conditions and will improve to LOS A under build conditions as regional traffic and trucks divert to the new roadway.*** The new roadway will operate at LOS A as a four-lane facility. Additionally, the intersection operations dramatically improve. In the no Project condition, many of the Project intersections are projected to operate overall at unacceptable LOS F conditions and those intersections that do not operate at LOS F are projected to have side-street movements experiencing very high delays and operating at LOS F. With Alternative 3A, the intersections operate at LOS C or greater.

Incorporating the Data

Case Study: Watt Avenue Complete Streets ATP Application

Challenge: Demonstrating community need for walking/biking facilities.

Currently, Watt Avenue in the project corridor lacks bicycle facilities and the existing sidewalks are narrow and in poor condition. Existing curb ramps do not meet ADA compliance. ***Based upon the Healthy Places Index (HPI), approximately 10 percent of the population does not have access to a car and are reliant on walking, biking, and transit for travel.*** The existing corridor create an uninviting condition with antiquated pedestrian facilities and no bike facilities that disincentivizes use by residents and employees walking and biking. HIP data for the project's two census tracts is found in Attachment K.

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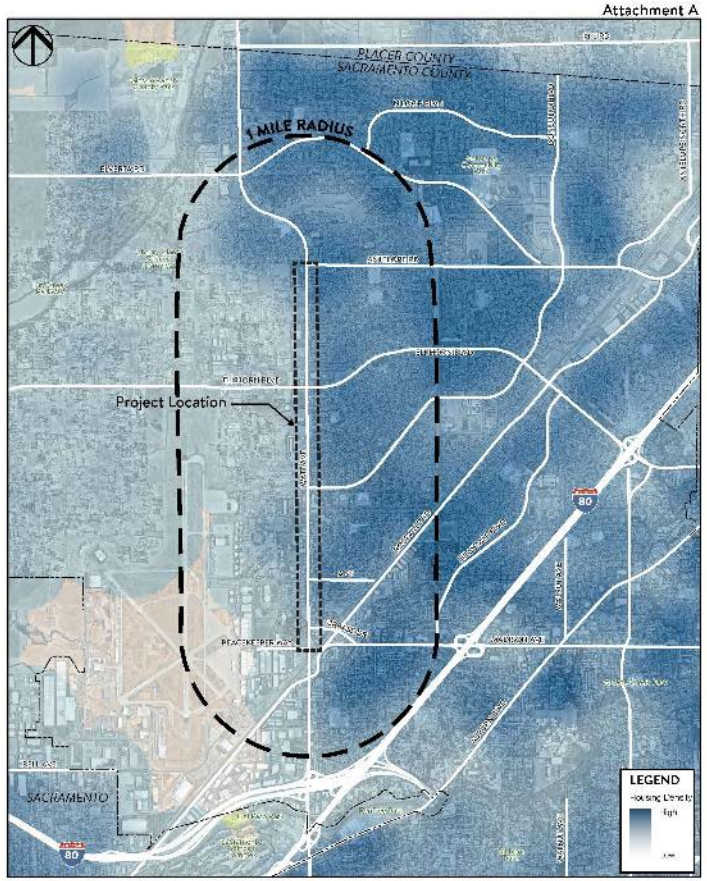
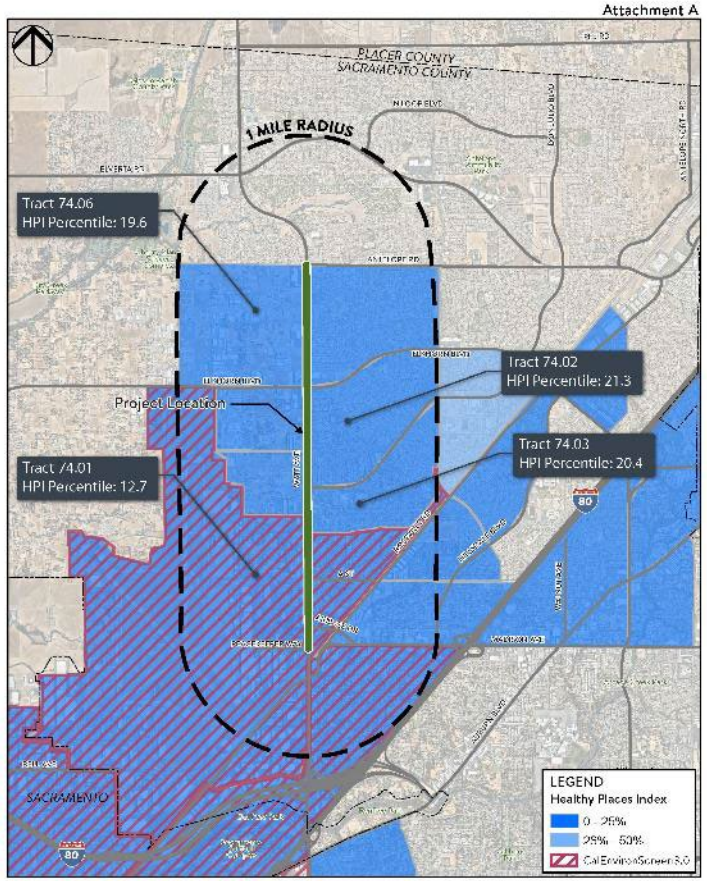
Incorporating the Data

Case Study: Watt Avenue Complete Streets ATP Application





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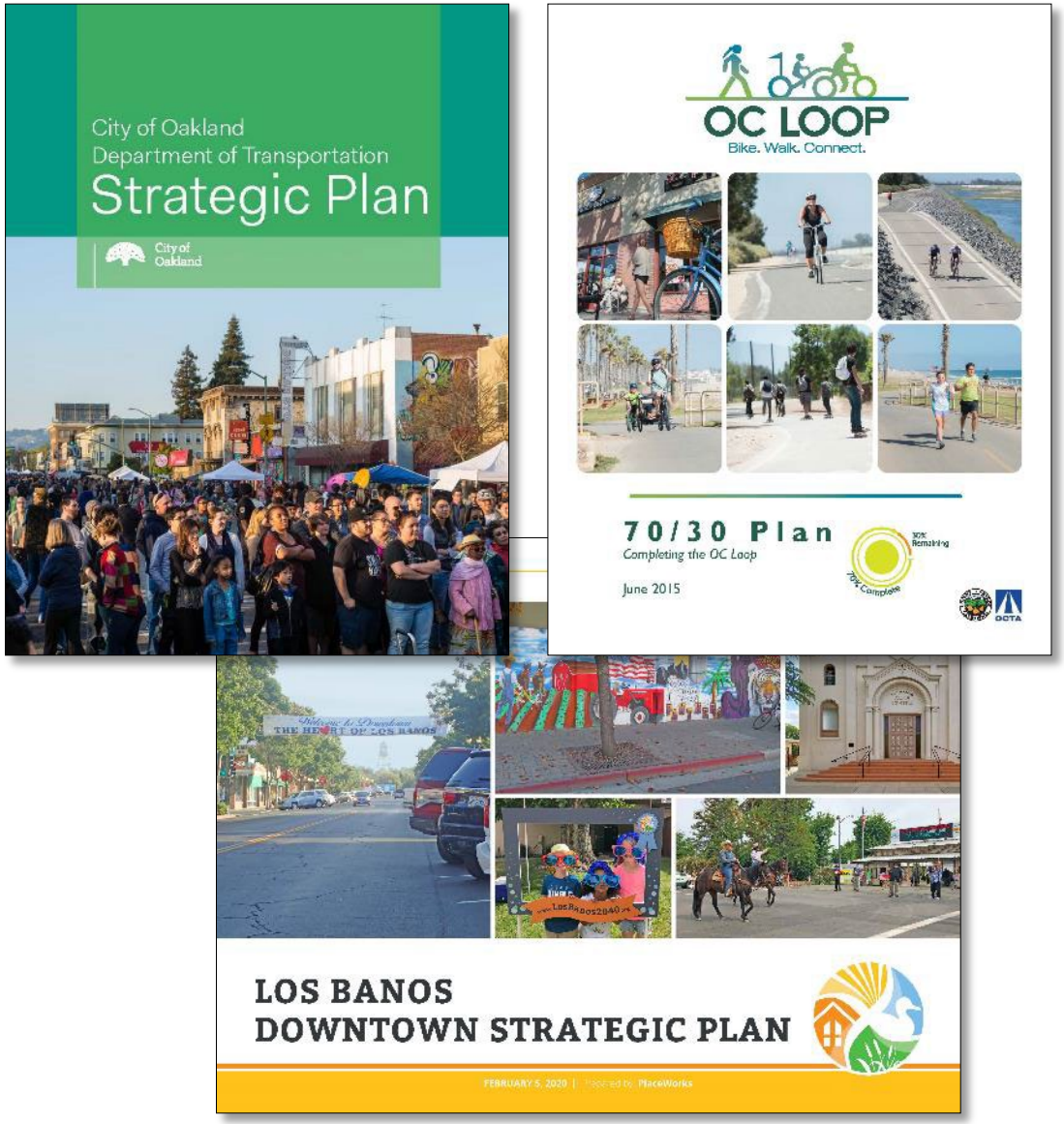
Leveraging Planning Documents

- Planning documents can help demonstrate the need for the project
- Shows project wasn't recently identified
- How the project fits within the greater network.



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Leveraging Planning Documents

Case Study: I-580/International Parkway TCEP Application

Challenge: Project part of a group of multimodal improvements that will improve the regional network.

SJCOG's I-205, I-5, SR-120, and SR-99 Congested Corridor Plan focuses on how land use and transportation can work together to help the region achieve lower greenhouse gas emissions, improve air quality, improve economic opportunity, and reduce impacts on vital farm and natural lands… ***The Project was eligible for inclusion in the Congested Corridor Plan as it is a multimodal project that includes operational and capacity improvements*** and interchange modifications to achieve VHT reduction, increased throughput, reduce collisions, reduce emissions, encourage economic development, and support efficient land use.

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Leveraging Planning Documents

Case Study: Tracks at Brea ATP Application

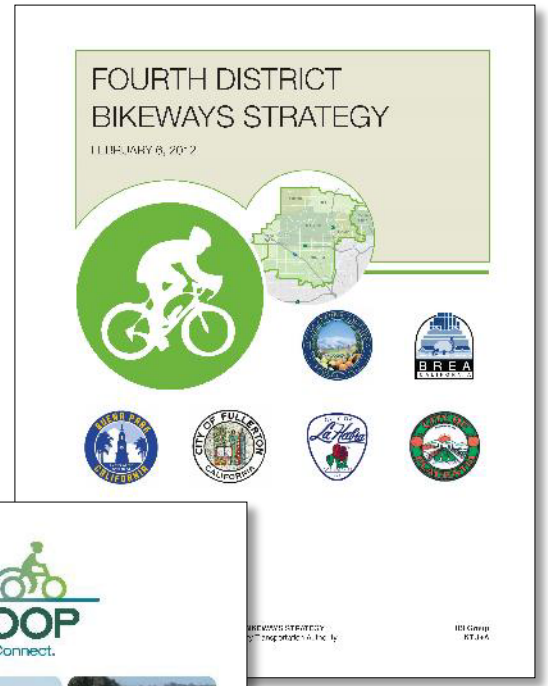
Challenge: Project has had a long history of community engagement.

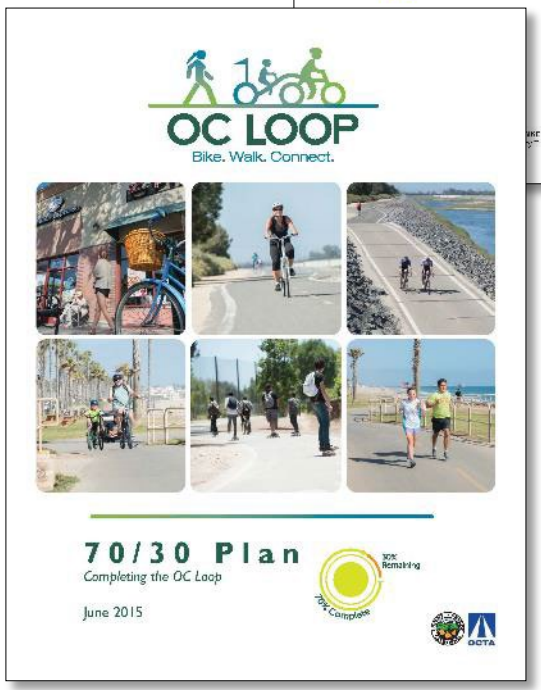
Further Planning efforts have been led by the County of Orange and OCTA, with 2012 OCTA Fourth District Bikeways Strategy, which recommended a bikeway along the UPRR right-of-way linking westerly to the cities of La Habra and Whittier, and to the east of the existing El Cajon Trail in Yorba Linda. Subsequent gap feasibility analysis by OC Parks, and a summary document titled the 70/30 Plan was prepared by OCTA. Additionally, the OC Active Report, a countywide bicycle and pedestrian plan by OCTA, documents the concept of the OC Loop and the implementation of OC Loop Segment B.

Each planning study documented the strong community support and interest in providing a high-quality off-street Class I multi-use plan using the old rail corridor or construction adjacent to active rail.

Leveraging Planning Documents

Case Study: Tracks at Brea ATP Application





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Developing Compelling Graphics

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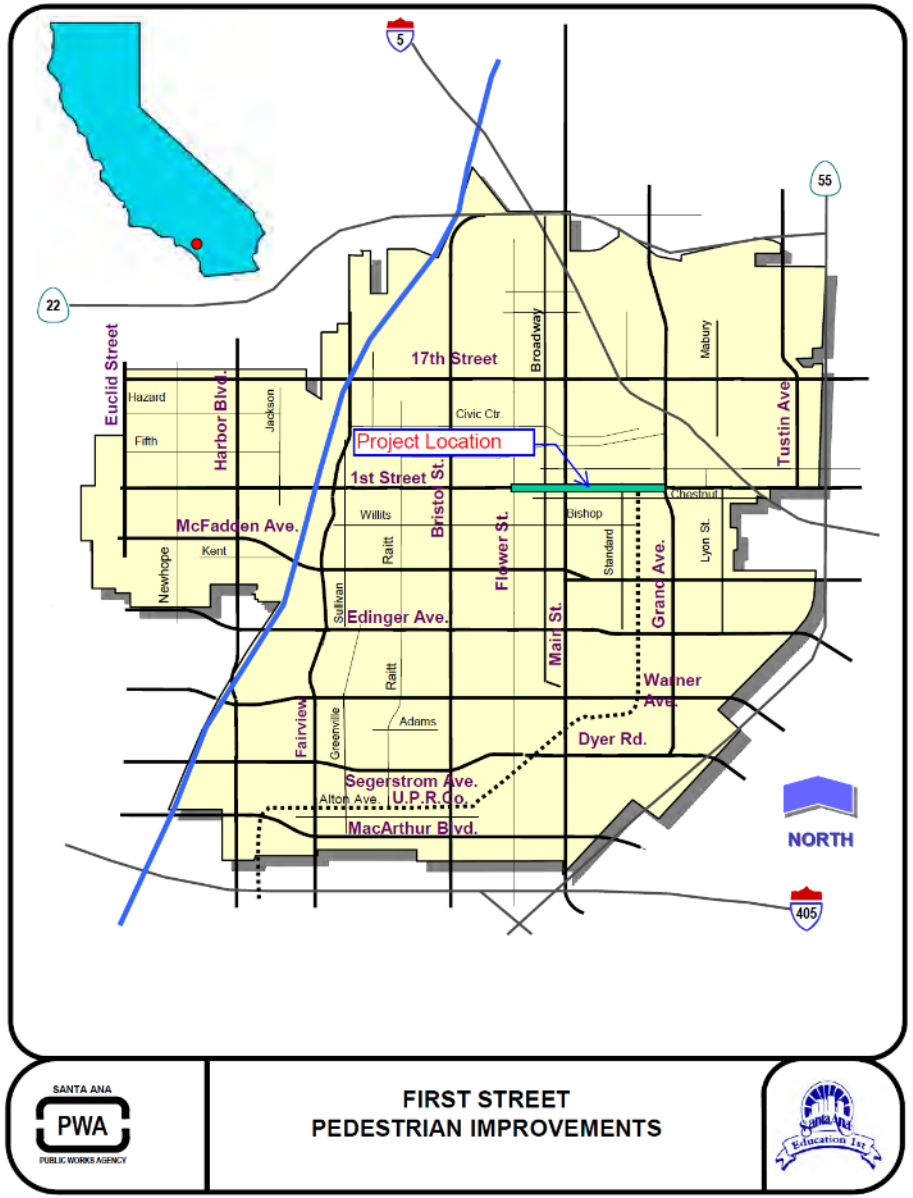
Compelling Graphics

- Customize Graphics, Renderings, Images as needed.
- ATP needs graphics, but HSIP needs less

- Simple Study Location Graphic Works
- Subsequent Graphics are Opportunity to Convey More Information



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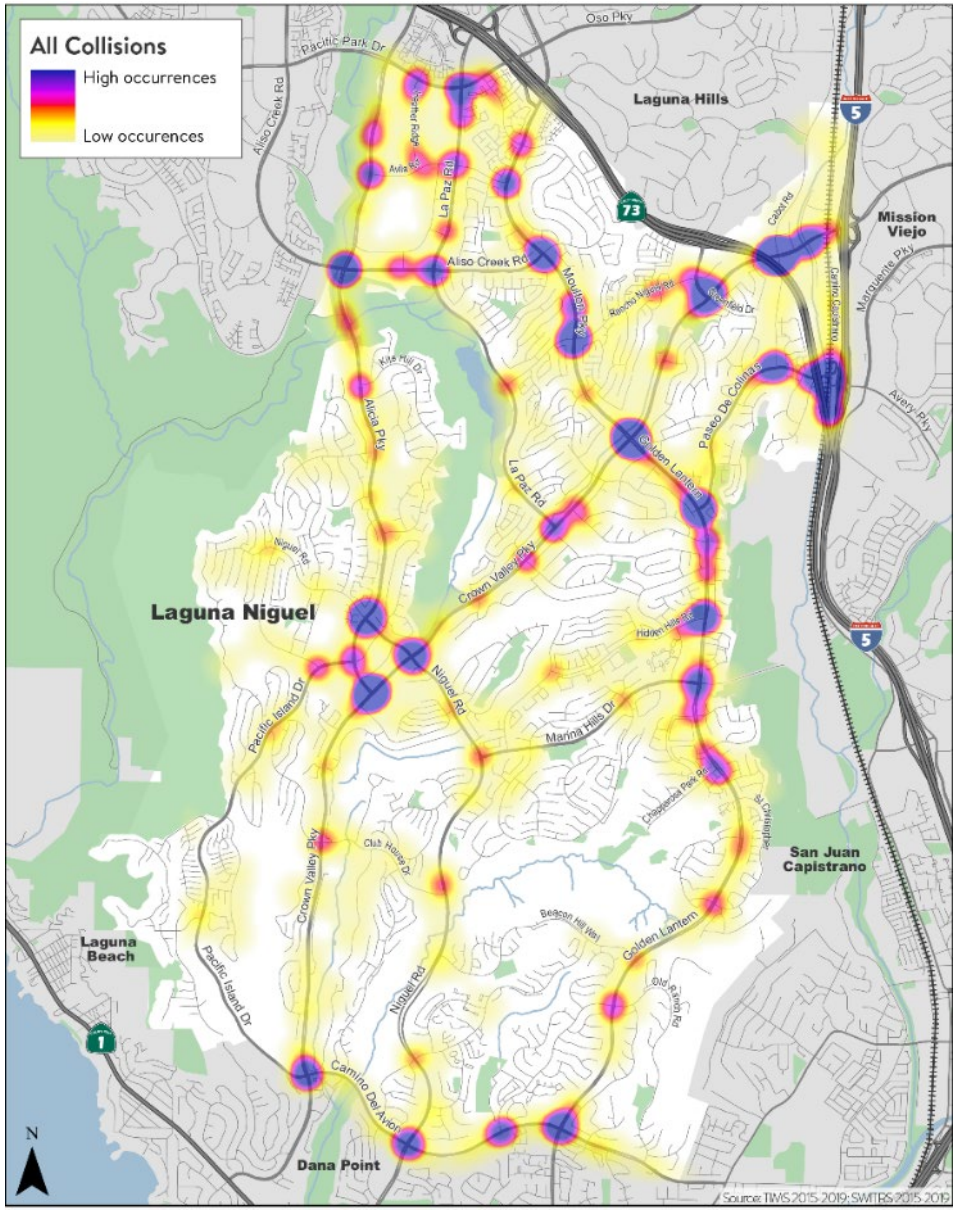
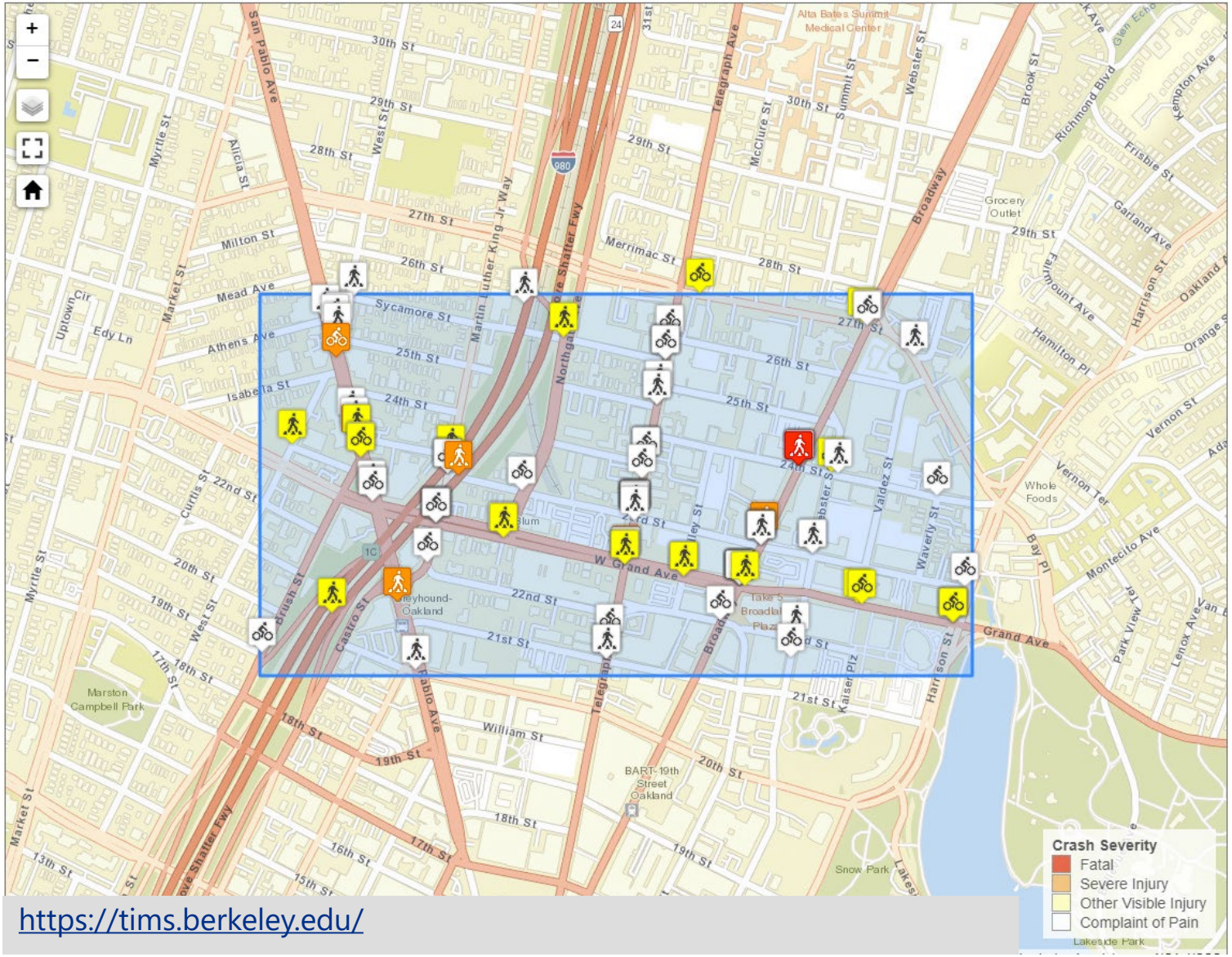
Compelling Graphics

- Crash Heat Maps
- Customize as Needed
- Example Shows All Crash Types
- Maybe Focus on Specific Modes such as Pedestrian or Bicycle



TIMS Crash Data Online Demo



https://tims.berkeley.edu/

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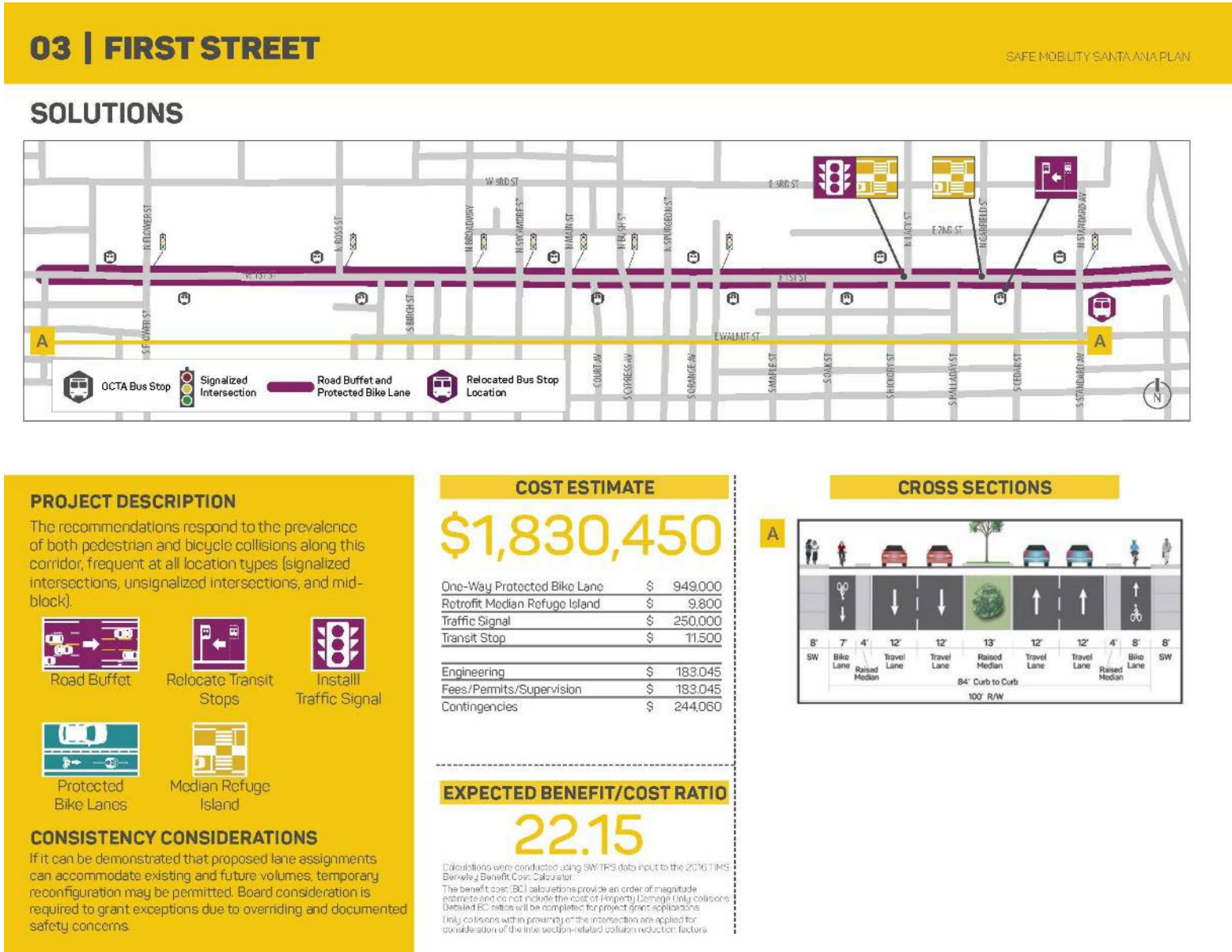
Compelling Graphics

- Case Study: Santa Ana First Street



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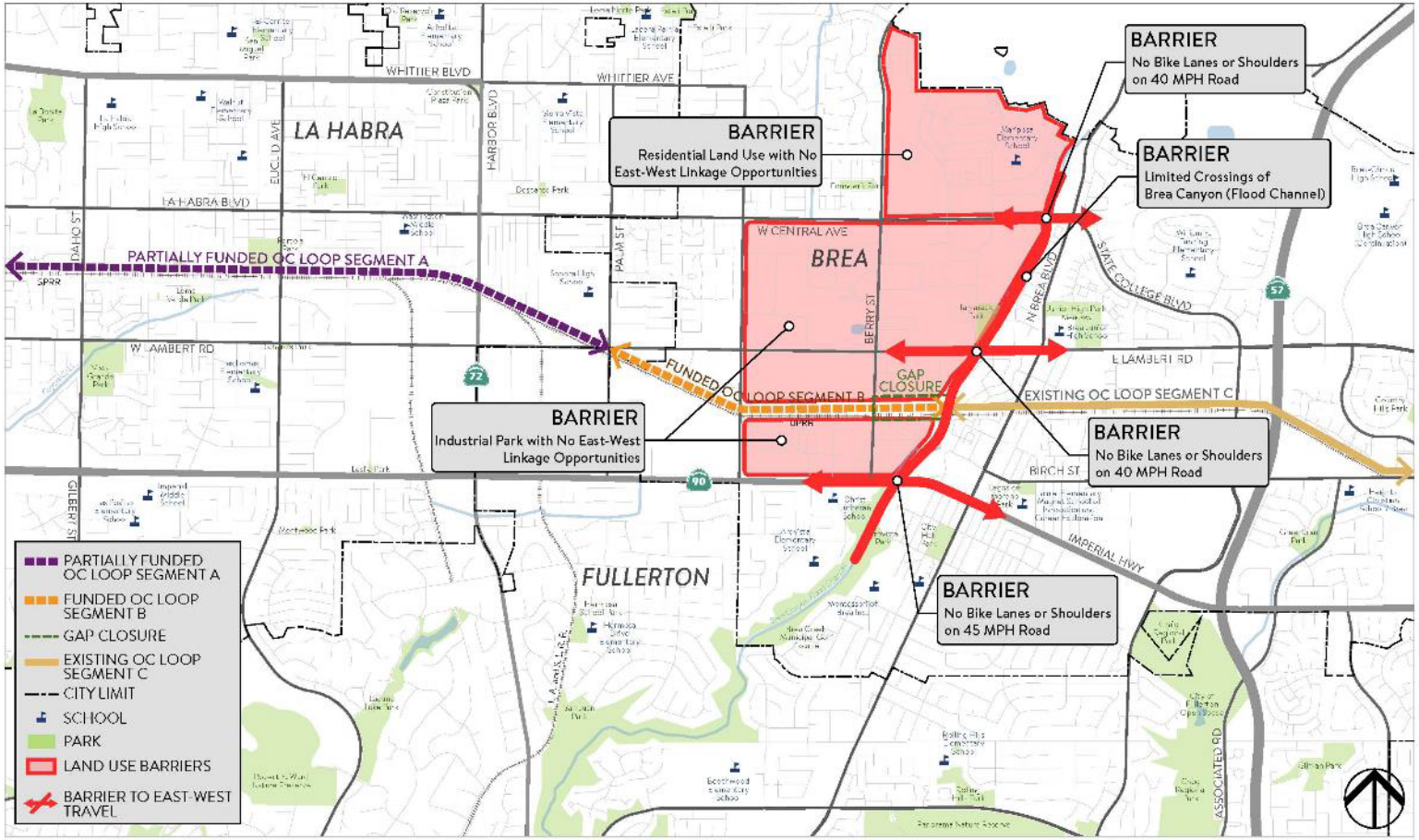
Compelling Graphics

- Case Study: Tracks at Brea Western Extension



TRACKS AT BREA FINAL PHASE GAP CLOSURE
Existing Barriers

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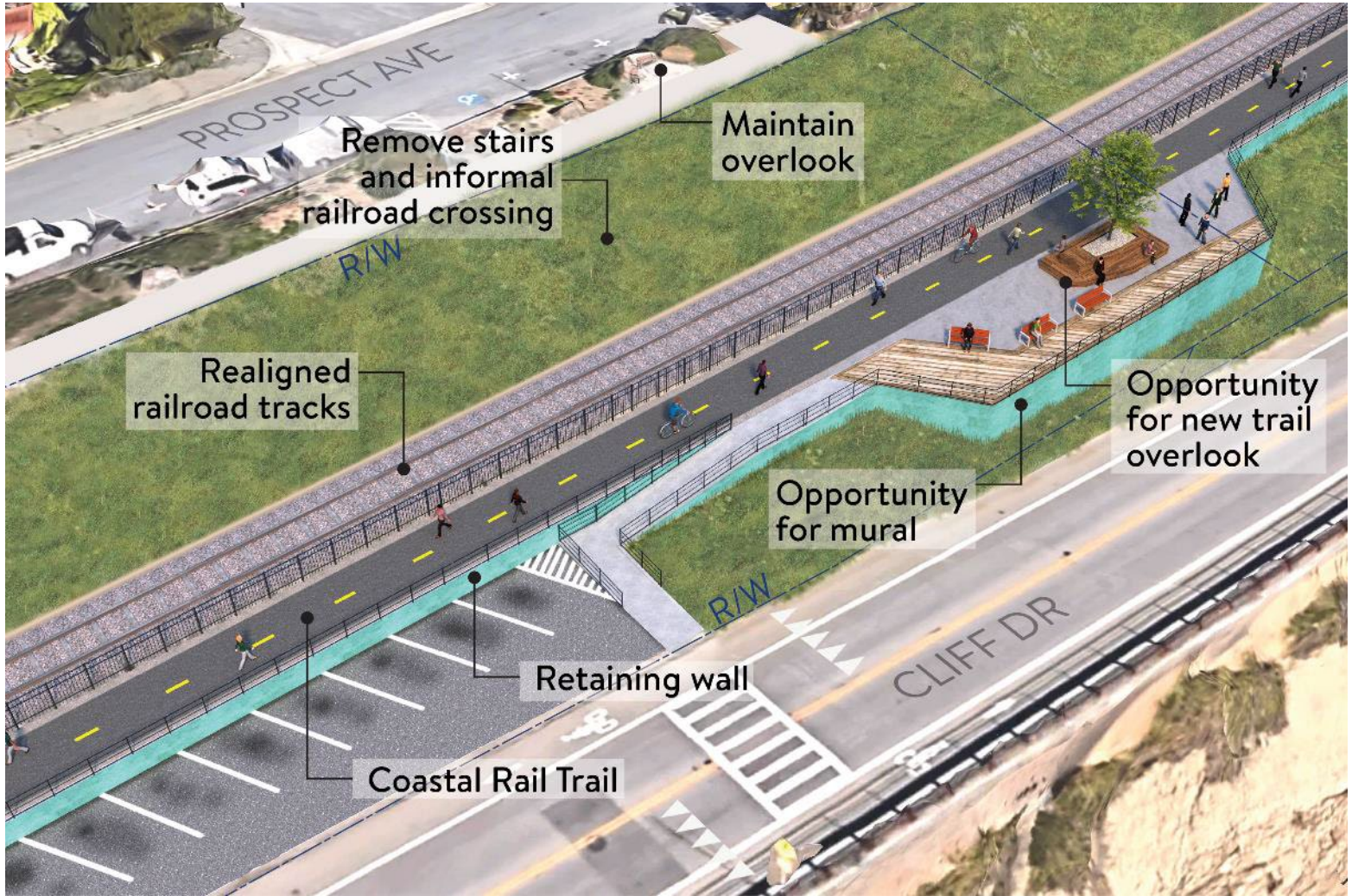
Compelling Graphics

- Renderings & Cross-Sections



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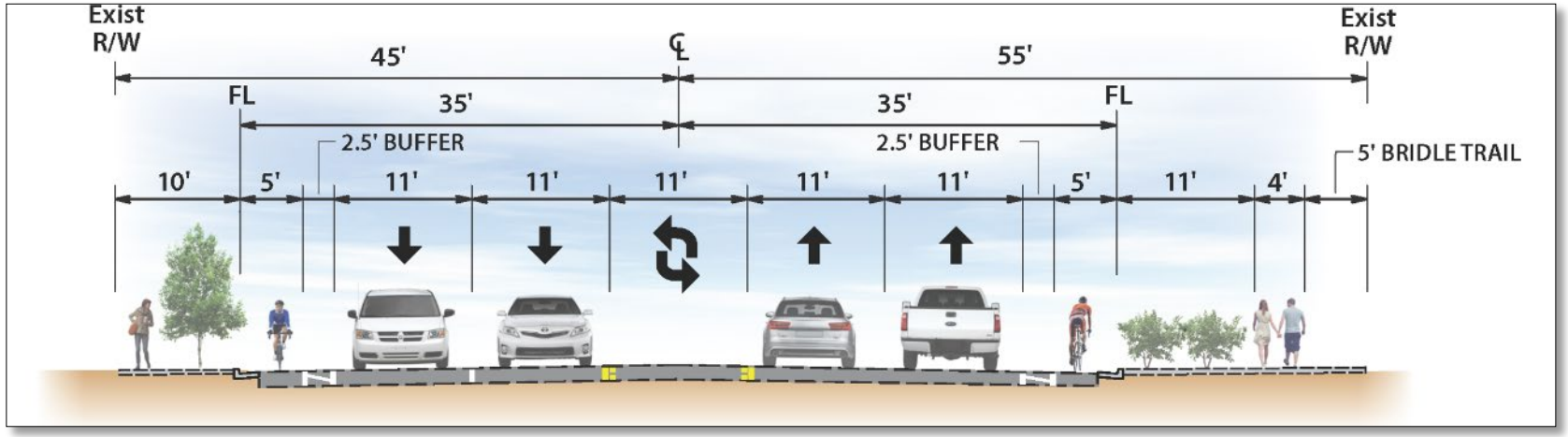
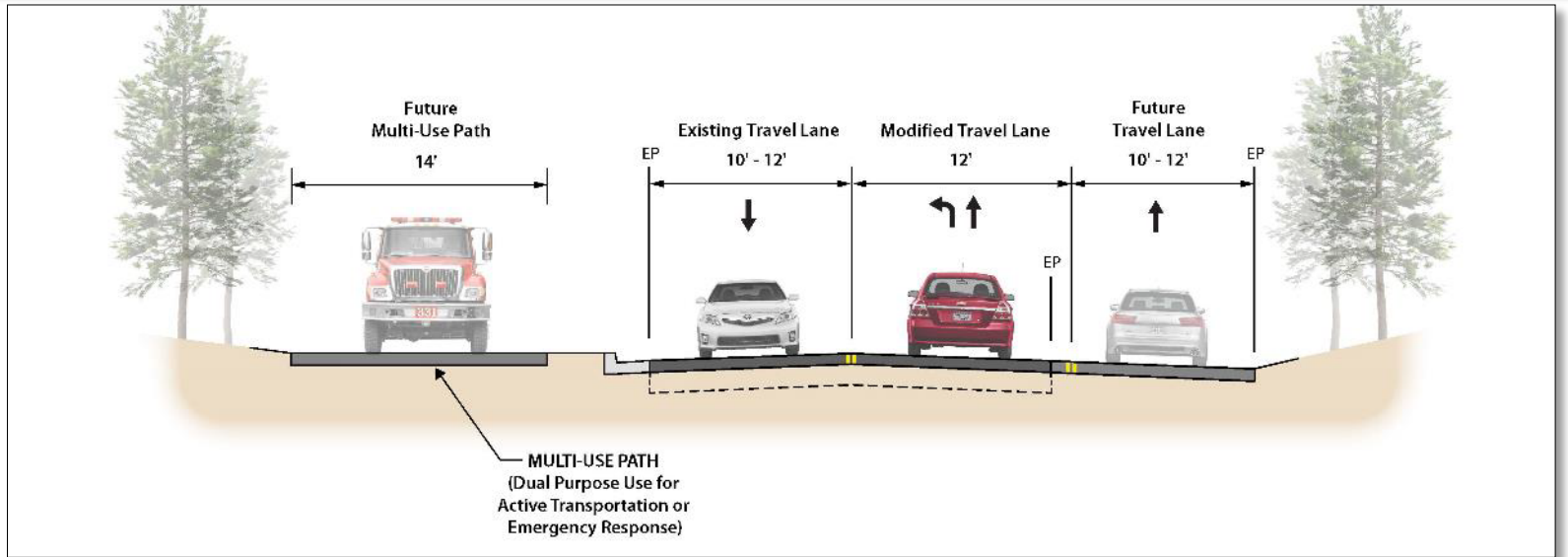
Compelling Graphics

- Renderings & Cross-Sections





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Compelling Graphics

- Collect Photographs that Align with the Narrative & Graphics
- Ex: Constrained Sidewalk at Transit Stop, Need for Additional Amenities

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Interactive Poll

Which maps have been the hardest to compile

- Disadvantaged community maps
- Crash data
- Project description
- Project barriers
- Project solutions/recommendations
- Other?

MARK THOMAS

Securing Letters of Support

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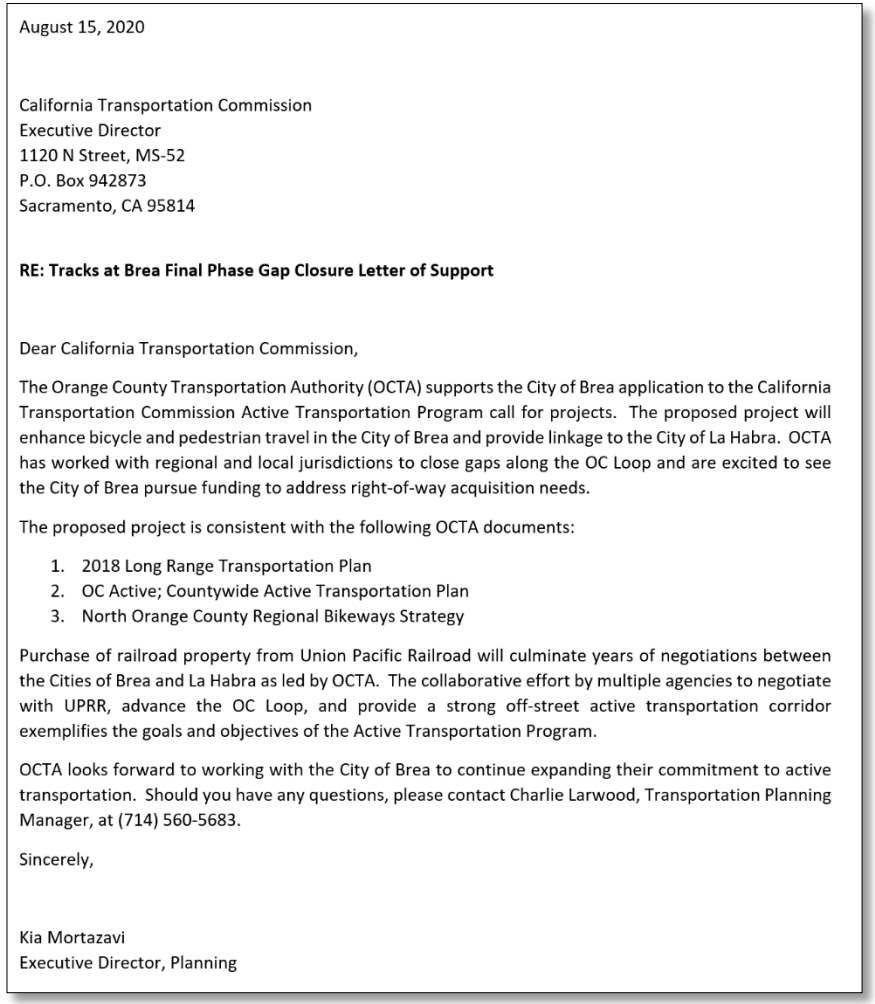
Positioning for Letters of Support

- Critical Path to Securing Letter of Support
  - Develop template letter of support
  - Send project description & project location map
  - Avoid last minute requests; provide 2-3 week response window
- Consider Customized Draft Letter
  - Do advance work to identify how project aligns with agency/organization goals
  - Include reference to guiding documents; mission, planning documents, policy statements, etc.



August 15, 2020

California Transportation Commission
Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Tracks at Brea Final Phase Gap Closure Letter of Support

Dear California Transportation Commission,

The Orange County Transportation Authority (OCTA) supports the City of Brea application to the California Transportation Commission Active Transportation Program call for projects. The proposed project will enhance bicycle and pedestrian travel in the City of Brea and provide linkage to the City of La Habra. OCTA has worked with regional and local jurisdictions to close gaps along the OC Loop and are excited to see the City of Brea pursue funding to address right-of-way acquisition needs.

The proposed project is consistent with the following OCTA documents:

1. 2018 Long Range Transportation Plan
2. OC Active; Countywide Active Transportation Plan
3. North Orange County Regional Bikeways Strategy

Purchase of railroad property from Union Pacific Railroad will culminate years of negotiations between the Cities of Brea and La Habra as led by OCTA. The collaborative effort by multiple agencies to negotiate with UPRR, advance the OC Loop, and provide a strong off-street active transportation corridor exemplifies the goals and objectives of the Active Transportation Program.

OCTA looks forward to working with the City of Brea to continue expanding their commitment to active transportation. Should you have any questions, please contact Charlie Larwood, Transportation Planning Manager, at (714) 560-5683.

Sincerely,

Kia Mortazavi
Executive Director, Planning

MARK THOMAS

Positioning for Letters of Support

MARK THOMAS

St. Joseph Health
St. Jude Medical Center
A member of the St. Joseph Hoag Health alliance

August 17, 2020

California Transportation Commission
Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Tracks at Brea Final Phase Gap Closure Letter of Support

Dear California Transportation Commission,

On behalf of St. Jude Medical Center, I would like to offer this letter of support for the City of Brea application for Active Transportation Program funding. The City has shown strong leadership in securing unused railroad right-of-way (ROW) for the Tracks at Brea and could extend the project westerly. The proposed property acquisition is needed as part of a 4.4-mile overall purchase agreement with Union Pacific Railroad (UPRR) and will allow for continued advancement of the OC Loop project.

The OC Loop is a vision for 66 miles of seamless connections and an opportunity for people to bike, walk, and connect to some of California's most scenic beaches and inland reaches. About 80% of the OC Loop is already in place and is used by thousands of people. The northern segment of the OC Loop is anchored by the Tracks at Brea, a parklike setting utilizing old railroad ROW within the City of Brea.

Purchase of railroad property from UPRR culminates years of negotiations between the Cities of Brea and La Habra with leadership from the Orange County Transportation Authority. The collaborative effort by multiple agencies to negotiate with UPRR, advance the OC Loop, and provide a strong off-street active transportation corridor exemplifies the goals and objectives of the Active Transportation Program.

Benefits of this funding opportunity will increase active modes of transportation, increase safety of vulnerable users, reduce travel costs, increase resiliency, reduce greenhouse gas emissions, improve public health, and serve disadvantaged community members.

Thank you for considering this worthy project. If you should have any questions, please do not hesitate to contact me at 714-578-8731 or by email at tracy.bryars@stjoe.org.

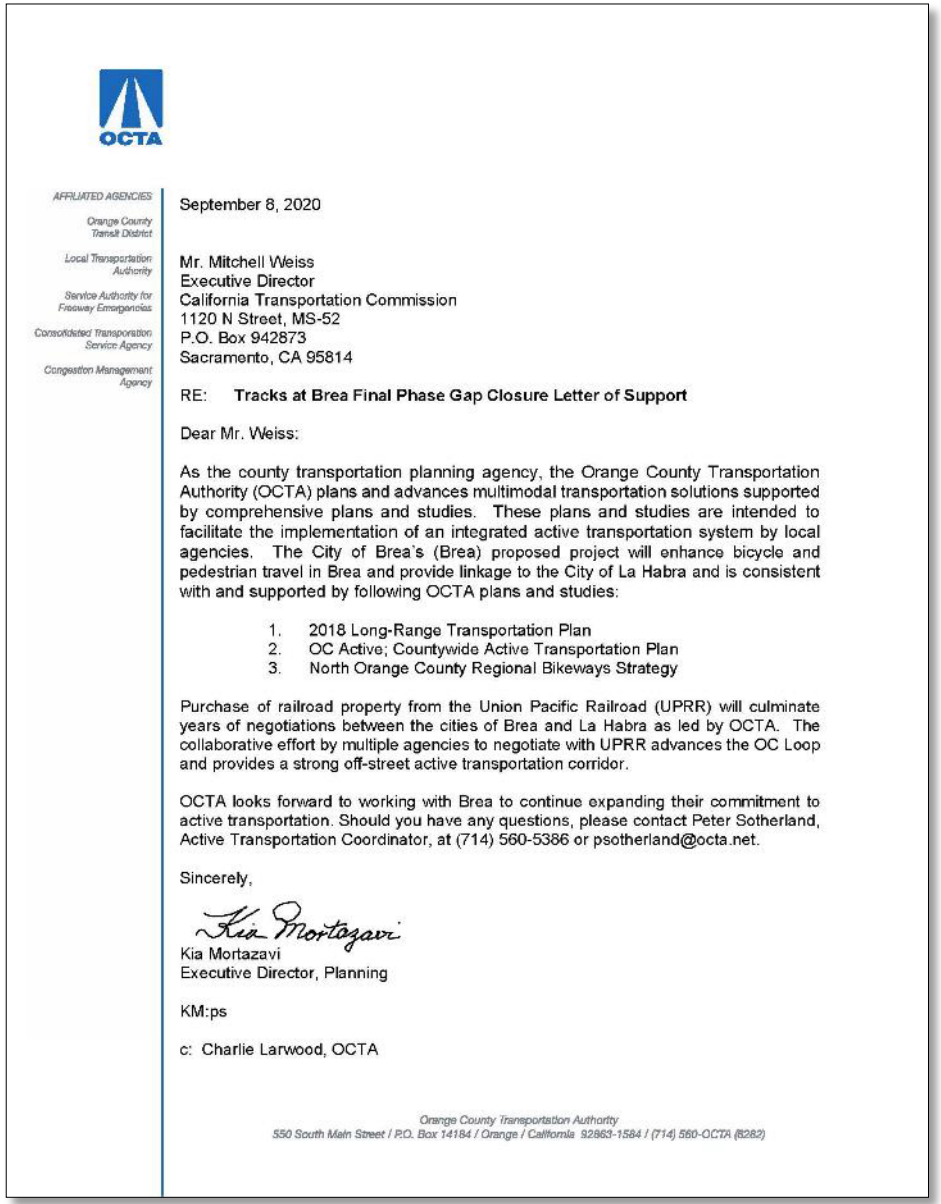
Sincerely,

Tracy Bryars, MPH, RDN, CDE
Director, St. Jude Wellness Center & Community Program Services

101 E. Valencia Mesa Dr. • Fullerton, CA 92835
T: (714) 871-3280

A Ministry founded by the Sisters of St. Joseph of Orange

www.stjudemedicalcenter.org



OCTA

AFFILIATED AGENCIES
Orange County Transit District
Local Transportation Authority
Service Authority for Freeway Emergencies
Consolidated Transportation Service Agency
Congestion Management Agency

September 8, 2020

Mr. Mitchell Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: **Tracks at Brea Final Phase Gap Closure Letter of Support**

Dear Mr. Weiss:

As the county transportation planning agency, the Orange County Transportation Authority (OCTA) plans and advances multimodal transportation solutions supported by comprehensive plans and studies. These plans and studies are intended to facilitate the implementation of an integrated active transportation system by local agencies. The City of Brea's (Brea) proposed project will enhance bicycle and pedestrian travel in Brea and provide linkage to the City of La Habra and is consistent with and supported by following OCTA plans and studies:

1. 2018 Long-Range Transportation Plan
2. OC Active; Countywide Active Transportation Plan
3. North Orange County Regional Bikeways Strategy

Purchase of railroad property from the Union Pacific Railroad (UPRR) will culminate years of negotiations between the cities of Brea and La Habra as led by OCTA. The collaborative effort by multiple agencies to negotiate with UPRR advances the OC Loop and provides a strong off-street active transportation corridor.

OCTA looks forward to working with Brea to continue expanding their commitment to active transportation. Should you have any questions, please contact Peter Sotherland, Active Transportation Coordinator, at (714) 560-5386 or psotherland@octa.net.

Sincerely,

Kia Mortazavi
Executive Director, Planning

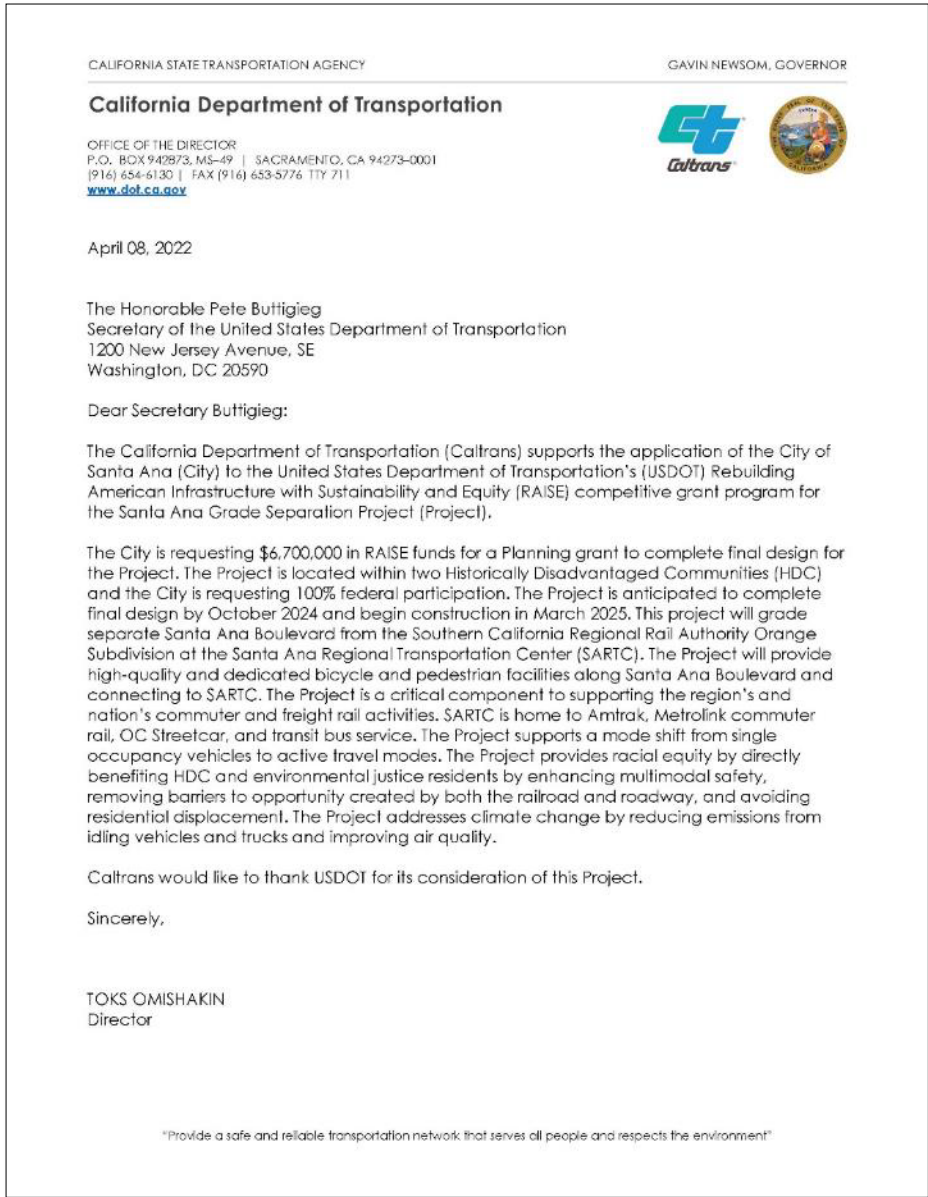
KM:ps

c: Charlie Larwood, OCTA

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

Positioning for Letters of Support

- Caltrans Format for Letter of Support to Federal Grant Program
  - Use template letter from Caltrans
  - Complete intake form showing consistency with CAPTI Goals



CALIFORNIA STATE TRANSPORTATION AGENCY — GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

April 08, 2022

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The California Department of Transportation (Caltrans) supports the application of the City of Santa Ana (City) to the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive grant program for the Santa Ana Grade Separation Project (Project).

The City is requesting $6,700,000 in RAISE funds for a Planning grant to complete final design for the Project. The Project is located within two Historically Disadvantaged Communities (HDC) and the City is requesting 100% federal participation. The Project is anticipated to complete final design by October 2024 and begin construction in March 2025. This project will grade separate Santa Ana Boulevard from the Southern California Regional Rail Authority Orange Subdivision at the Santa Ana Regional Transportation Center (SARTC). The Project will provide high-quality and dedicated bicycle and pedestrian facilities along Santa Ana Boulevard and connecting to SARTC. The Project is a critical component to supporting the region's and nation's commuter and freight rail activities. SARTC is home to Amtrak, Metrolink commuter rail, OC Streetcar, and transit bus service. The Project supports a mode shift from single occupancy vehicles to active travel modes. The Project provides racial equity by directly benefiting HDC and environmental justice residents by enhancing multimodal safety, removing barriers to opportunity created by both the railroad and roadway, and avoiding residential displacement. The Project addresses climate change by reducing emissions from idling vehicles and trucks and improving air quality.

Caltrans would like to thank USDOT for its consideration of this Project.

Sincerely,

TOKS OMISHAKIN
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

MARK THOMAS

Positioning for Letters of Support

- Before grant do leg work to build relationships
  - Understand Community Based Organization Goals
  - Attend meetings & events by CBO's and other agencies
  - Built rapport outside of M-F 8am-5pm

MARK THOMAS

Positioning for Letters of Support

- Identify Range of Interested Stakeholders
  - CBO's
  - Caltrans
  - Regional & Peer Agencies
  - Elected/Appointed Officials
  - Passionate Residents
  - Business Owners/Representatives
  - Chamber of Commerce
- Consider Other Disciplines
  - Public Health Agencies & Hospitals
  - Schools
  - Parks
  - Public Safety

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Interactive Poll

Are you on a first name basis with Community Based Organization Staff within your community?

- Yes, we collaborate often
- Yes, but it’s a strained relationship
- No

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Political Trends and Evolving Policies

MARK THOMAS

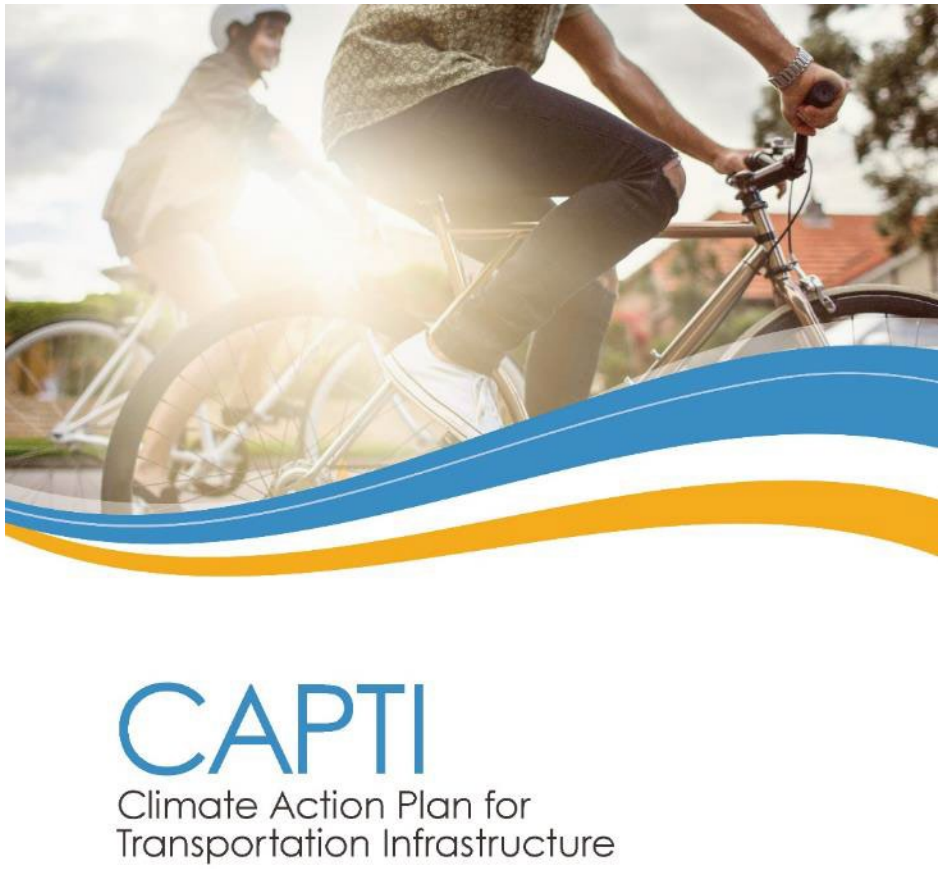
Political Trends and Policies

- Important to follow the policies that impact funding decisions
- California tends to be on the leading edge
- Federal and state policies are in alignment
  - State: CAPTI
  - State: CTP 2050
  - Federal: EO 14008
  - Federal: EO 13985
  - Federal: Justice 40
  - Federal: Safe Systems Approach
- Understanding these policies will help position grants for award

MARK THOMAS

Climate Action Plan for Transportation Infrastructure

- CAPTI was complete in March 2021
- Reduce GHG in transportation sector
- Address Governor Newsome's EOs
  - EO N-19-19 empowers CalSTA to leverage discretionary state transportation funds to help meet the state's climate goals
  - EO N-79-20 moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero emission by 2045.



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CAPTI Guiding Principles

Building toward an integrated, statewide rail and transit network, centered around the existing California State Rail Plan that leverages the California Integrated Travel Project to provide seamless, affordable, multimodal travel options in all context, including suburban and rural settings, to all users.

Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Investing in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.

Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits to disproportionately impacted disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing burdens on these communities, even if unintentional.

CAPTI Guiding Principles

Making safety improvements to reduce fatalities and severe injuries of all users towards zero on our roadways, railways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.

Assessing physical climate risk as standard practice for transportation infrastructure projects to enable informed decision-making, especially in communities that are most vulnerable to climate-related health and safety risks.

Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.

Promoting compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.

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CAPTI Guiding Principles

Developing a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.

Protecting natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

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CAPTI Strategies

S1.1 Prioritize SCCP Projects that Enable Travelers to Opt Out of Congestion

S1.4 Mainstream Zero-Emission Vehicle Infrastructure within TCEP

S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan

S2.4 Increase Funding to ATP

S3.3 Lift Up and Mainstream Community Engagement Best Practices

S3.4 Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects

S4.1 Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations with the CAPTI Investment Framework

S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance

California Transportation Plan 2050

- CTP 2050 completed in February 2021
- Policy framework for making effective, transparent, and transformational transportation decisions
- Addresses the varied transportation needs
- Emphasizes implementation and identifies a timeline, roles, and responsibilities for each plan recommendation

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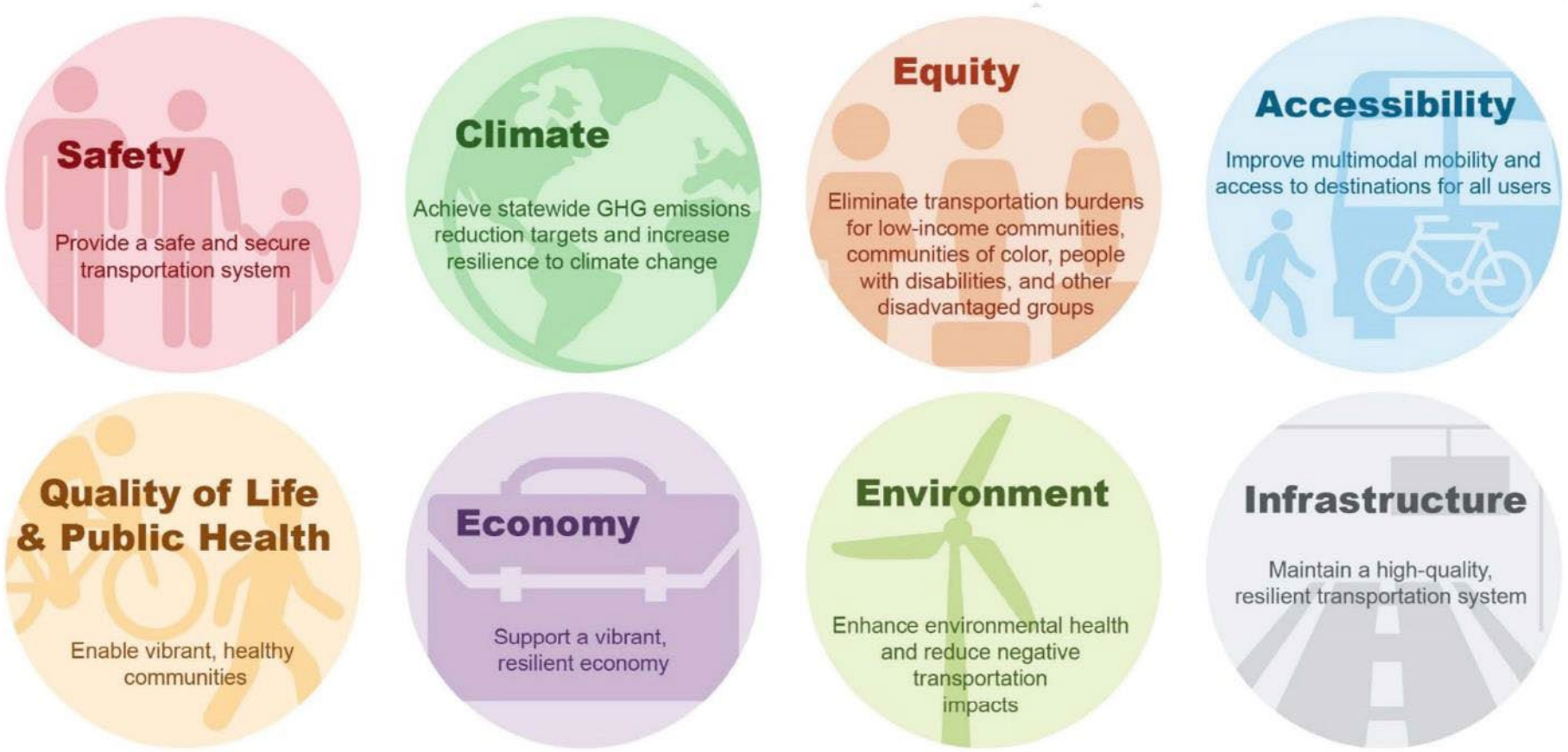
CTP 2050 Goals



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CTP 2050 Recommendations

1. Expand access to safe and convenient active transportation options

2. Improve transit, rail, and shared mobility options

3. Expand access to jobs, goods, services, and education

4. Advance transportation equity

5. Enhance transportation system resiliency

6. Enhance transportation safety and security

7. Improve goods movement systems and infrastructure

8. Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure

9. Manage the adoption of connected and autonomous vehicles

10. Price roadways to improve the efficiency of auto travel

11. Encourage efficient land use

12. Expand protection of natural resources and ecosystems

13. Strategically invest in state of good repair improvements

14. Seek sustainable, long-term transportation funding mechanisms

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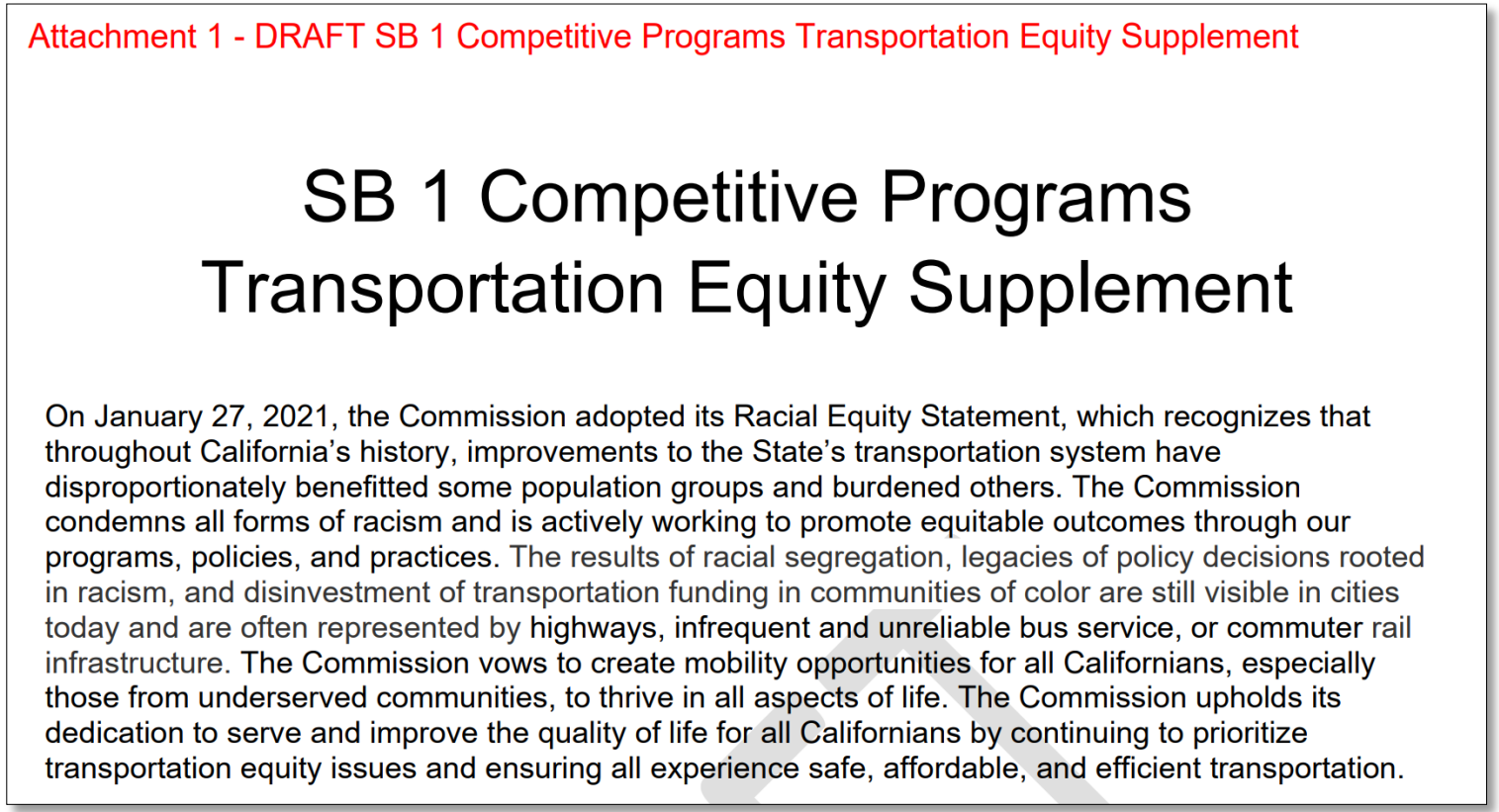
Considering Gentrification & Displacement

- Growing State & Federal focus to limit grant funding projects that might contribute to Gentrification or Displacement
- Avoid displacing people experiencing homelessness



Attachment 1 - DRAFT SB 1 Competitive Programs Transportation Equity Supplement

SB 1 Competitive Programs Transportation Equity Supplement

On January 27, 2021, the Commission adopted its Racial Equity Statement, which recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices. The results of racial segregation, legacies of policy decisions rooted in racism, and disinvestment of transportation funding in communities of color are still visible in cities today and are often represented by highways, infrequent and unreliable bus service, or commuter rail infrastructure. The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission upholds its dedication to serve and improve the quality of life for all Californians by continuing to prioritize transportation equity issues and ensuring all experience safe, affordable, and efficient transportation.

Considering Gentrification & Displacement

Case Study: Envision Broadway in Oak Park ATP

- **What:** Displacement issues resulting from the project
- **Tool:** Use Urban Displacement Project

Oak Park is a historically disadvantaged neighborhood, which the Urban Displacement Project has identified as experiencing "Early/Ongoing Gentrification", and displacement is a concern with its residents. The City's engagement recognized these concerns and sought to ensure that the residents' needs shaped the mobility improvements, especially given the reality of the community's low transportation access for EJ groups. **While gentrification is a concern, the improvements identified by the community will rebalance public streets to meet the mobility needs of the disadvantaged residents in the neighborhood, including the unhoused at the large new shelter near Alhambra Boulevard.**

EO 14008 - Tackling the Climate Crisis at Home and Abroad

- Short term goal of reducing GHG and promoting zero emission vehicles
- Understand climate impacts on infrastructure and provide resiliency
- Union jobs to construct sustainable infrastructure
- Protect public health and reduce impacts to environmental justice communities
- Use government purchasing power to implement climate goals

Have a Climate Action Plan, review Environmental Justice impacts, and implement sustainable infrastructure/GHG reductions

MARK THOMAS

EO 14008 - Tackling the Climate Crisis at Home and Abroad

Case Study: Santa Ana Grade Separation

- **What:** Show support for EO 14008 in RAISE grant
- **Tool:** Use EJSCREEN by UPEPA

Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

Selected Variables	Value	State		EPA Region		USA	
		Avg.	%tile	Avg.	%tile	Avg.	%tile
Pollution and Sources							
Particulate Matter 2.5 (µg/m³)	12.5	11.7	59	10.8	67	8.74	95
Ozone (ppb)	45.9	48.1	45	49.6	36	42.6	81
2017 Diesel Particulate Matter* (µg/m³)	0.456	0.33	75	0.33	70-80th	0.295	80-90th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	30	31	76	30	70-80th	29	80-90th
2017 Air Toxics Respiratory HI*	0.4	0.43	66	0.41	60-70th	0.36	80-90th
Traffic Proximity (daily traffic count/distance to road)	8400	1300	96	1300	97	710	99
Lead Paint (% Pre-1960 Housing)	0.39	0.29	66	0.23	72	0.28	70
Superfund Proximity (site count/km distance)	0.075	0.18	45	0.15	52	0.13	56
RMP Facility Proximity (facility count/km distance)	2.1	1.1	84	1	86	0.75	90
Hazardous Waste Proximity (facility count/km distance)	9.8	5.2	83	4.4	87	2.2	95
Underground Storage Tanks (count/km²)	4.2	3.7	70	3.3	73	3.9	74
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.04	74	53	59	53	12	79
Socioeconomic Indicators							
Demographic Index	77%	47%	91	46%	92	36%	94
People of Color	94%	63%	86	60%	87	40%	92
Low Income	60%	31%	89	31%	88	31%	89
Unemployment Rate	3%	6%	30	6%	31	5%	39
Linguistically Isolated	20%	9%	85	8%	87	5%	92
Less Than High School Education	43%	17%	90	16%	91	12%	96
Under Age 5	8%	6%	74	6%	74	6%	76
Over Age 64	7%	14%	17	15%	17	16%	13

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update. (https://www.epa.gov/haps/air-toxics-data-update)

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EO 13985 - Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

- Advance equity for all including Historically Disadvantaged Communities and Areas of Persistent Poverty
- Address barriers to opportunity impacting underserved communities
- Allocating funding resources to address inequities

EO 13985 - Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

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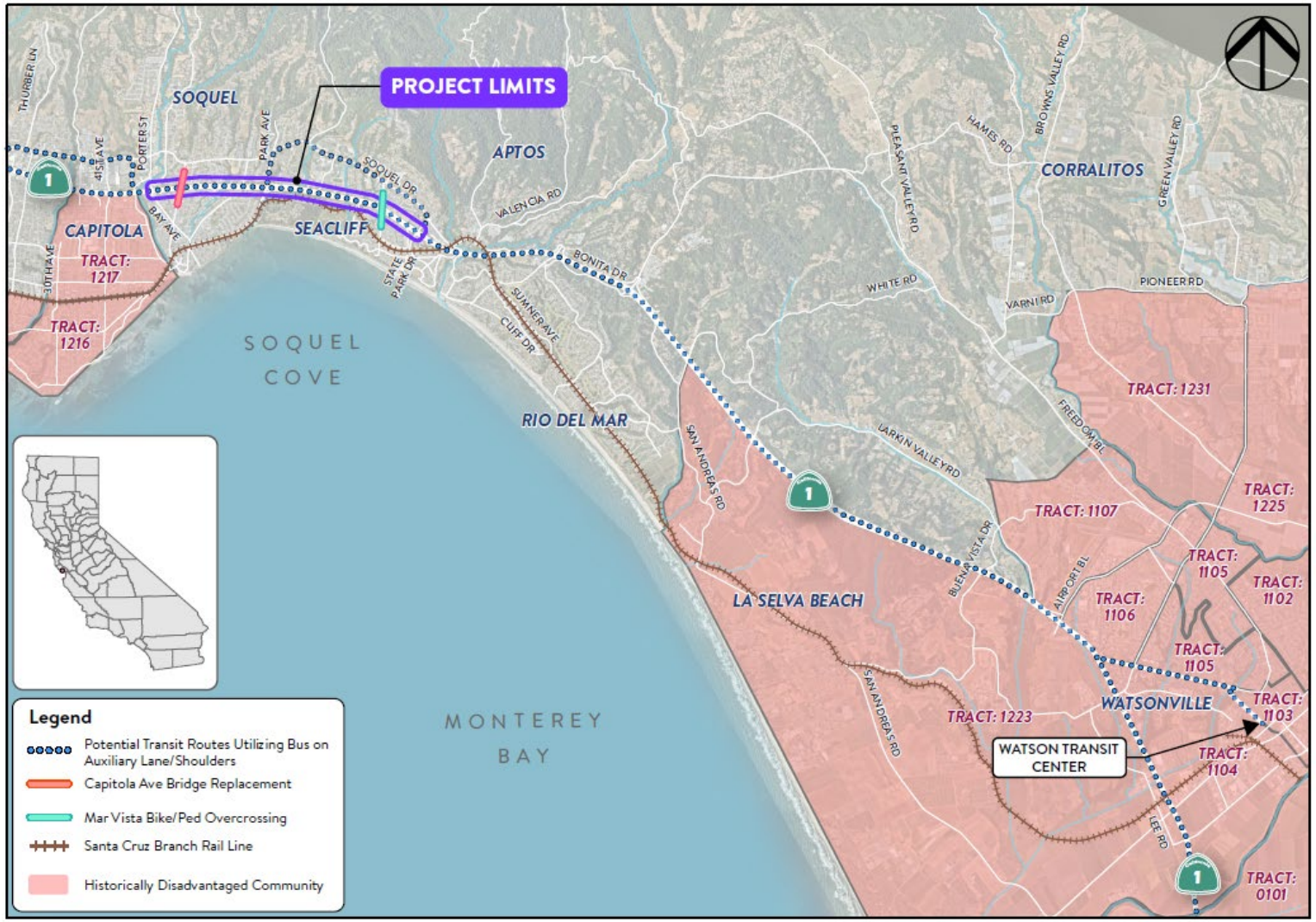
Case Study: SR 1 Bus-on-Shoulder

- **What:** Show how project supports underserved communities
- **Tool:** Use Transportation Disadvantaged Census Tracts GIS



Justice40 Initiative

- Supports EO 14008
- 40% of relevant federal investments to disadvantaged communities
- Addresses environmental justice issues
- Defines multiple disadvantaged categories
  - Income, poverty, and unemployment
  - Racial and ethnic residential segregation
  - Linguistic isolation
  - High housing cost burden and substandard housing
  - High transportation cost burden and/or low transportation access
  - Environmental stressor burden and high cumulative impacts
  - Disproportionate climate change impacts
  - Jobs lost through the energy transition
  - Access to healthcare

FHWA Safe Systems Approach

The Safe System approach aims to eliminate fatal and serious injuries for all road users by:

- **Accommodating human mistakes**
- **Keeping impacts on the human body at tolerable levels**

MARK THOMAS

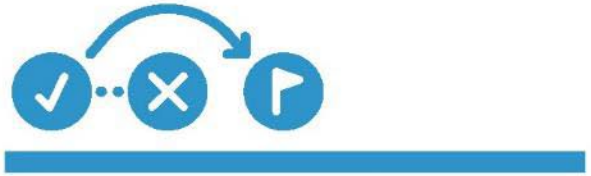
FHWA Safe Systems Principles

Death/serious injury is unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared



Safety is proactive

Redundancy is crucial

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FHWA Safe Systems Elements

Safe road users

Safe vehicles

Safe speeds

Safe roads

Post-crash care

MARK THOMAS

Key Funding Policy Takeaways

- Alignment of State and Federal policies
- Environmental sustainability and GHG reduction
- Support and benefits for underserved communities
- Enhance safety for all users and implement Vision Zero

MARK THOMAS

Course Recap

MARK THOMAS

What Did We Discuss

- There are many funding programs at regional, state, and federal levels
- Know the impacts for federal funding, environmental clearance, and Caltrans involvement
- Prepare for grants by:
  - Selecting the best grant for the project
  - Develop a strong project description and cost estimate
  - Understand impacts to underserved communities
  - Do your community engagement
  - Meet with granting agencies in advance
- Prepare effective narratives and graphics that support each other
- State and federal policies guide funding programs

MARK THOMAS

End of Day 2