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For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

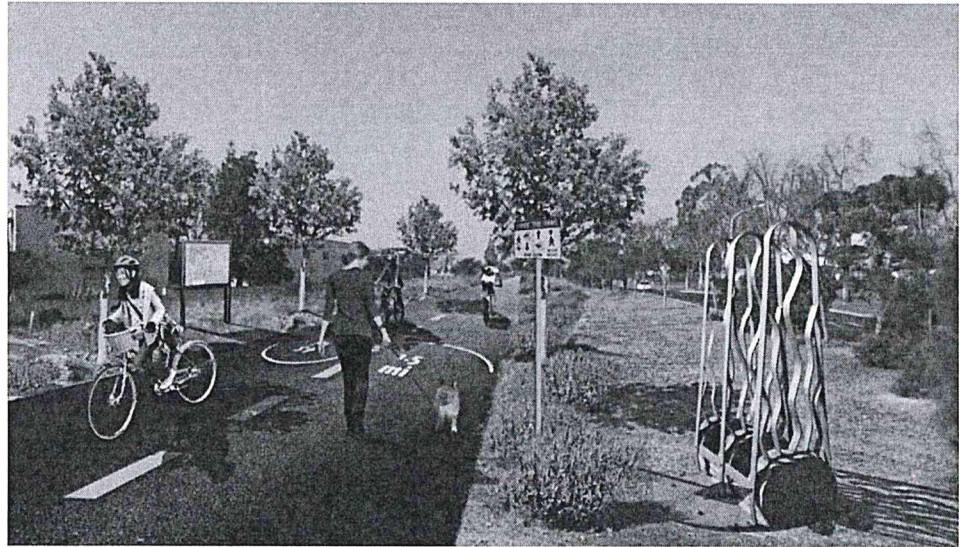
ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Orange County Transportation Authority (OCTA)

PROJECT TYPE:

Infrastructure - Large



PROJECT APPLICATION NO.:

12-Orange County Transportation Authority (OCTA)-1

PROJECT NAME:

Garden Grove - Santa Ana Rails-to-Trails Gap Closure

PROJECT DESCRIPTION:

Gap closure on Class I trail connecting Garden Grove & Santa Ana along 3.1 miles of OCTA-owned former Pacific Electric railroad right-of-way & 0.85 mile along Wintersburg Channel.

PROJECT LOCATION:

3.1 miles of ROW from Euclid St. in Garden Grove (GG) to Raitt St. in Santa Ana (SA), and 0.85 miles along Wintersburg Channel from ROW in GG traversing south to Hazard Ave. in SA.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -
FY 21/22	FY -	FY -	FY -	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
42,397	3,000	39,397	-	8,571	-	30,826



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Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE: 6071		IMPLEMENTING AGENCY'S NAME: Orange County Transportation Authority (OCTA)	
IMPLEMENTING AGENCY'S ADDRESS 550 S. Main Street		CITY Orange	ZIP CODE CA 92683
IMPLEMENTING AGENCY'S CONTACT PERSON: Louis Zhao		CONTACT PERSON'S TITLE: Section Manager, Discretionary Funding Programs	
CONTACT PERSON'S PHONE NUMBER: 714-560-5494		CONTACT PERSON'S EMAIL ADDRESS : lzhao@octa.net	

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.



MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MA number 12-6071R

Implementing Agency's State Caltrans MA number 00267S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? Yes No



Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:**

PROJECT / APPLICATION NUMBER:

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)
 (Summary of the Existing Condition, Project Scope, the Expected Benefits) **Words Remaining:**

OCTA is applying for ATP funds for the project approval and environmental documentation for a critical rails-to-trails connector. The grant will also fund continuous public outreach supporting construction of an approximately four-mile trail along the OCTA-owned former Pacific Electric right-of-way and County of Orange-owned Wintersburg Channel. The project traverses approximately 2.5 miles in Garden Grove and 1.5 miles in Santa Ana.

The project is in disadvantaged communities. The proposed Class I bikeway and multi-use trail would offer a convenient, safe alternative to walking and bicycling adjacent to high-speed multi-lane arterials. This protected corridor would improve non-motorized access and mobility for the adjacent disadvantaged communities away from the dangers of high-speed motorized traffic.

The multi-use trail will connect downtown Garden Grove and Santa Ana and to the Santa Ana River Trail, part of the 66-mile countywide OC Loop bicycle trail (88% complete). With over 20 transit stops along the project corridor, the trail will provide connections to much of Orange County and some of Los Angeles County.

Currently, surrounding residents and businesses have no immediate access to a Class I transportation facility. The project's surrounding median income is only slightly above the U.S. poverty level. Approximately 17.8 percent of Santa Ana residents do not own a car and obesity is among the highest in the County. Existing bus transit service in the corridor is limited due to geographic and physical constraints. This project will serve many significant trip generators. Destinations within one mile include: City, County, State, and Federal government agencies and courthouses, colleges, schools, a bustling commercial core in Downtown Santa Ana, social services that cater to the community's needs and over 17,000 jobs (for detailed list, see Attachment K). Without ATP funding, thousands of residents will continue biking and walking dangerously close to high-speed and high-volume traffic.

OUTCOME/OUTPUT: (Max of 35 Words)
 This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construction of 4 curb extensions and pedestrian-scale lighting will provide added safety for pedestrians and/or bicyclists at this busy intersection.) **Words Remaining:**

The project will add 3.95 miles of a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:**

Gap closure on Class I trail connecting Garden Grove & Santa Ana along 3.1 miles of OCTA-owned former Pacific Electric railroad right-of-way & 0.85 mile along Wintersburg Channel.

PROJECT LOCATION: (Max of 180 characters) **Characters Remaining:**

3.1 miles of ROW from Euclid St. in Garden Grove (GG) to Raitt St. in Santa Ana (SA), and 0.85 miles along Wintersburg Channel from ROW in GG traversing south to Hazard Ave. in SA.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.751757 N /long. -117.904992 W

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:



ATP CYCLE 5 APPLICATION FORM

LAPG 22-U (REV 08/2020)

v3.10

12-Orange County Transportation Authority (OCTA)-1
Garden Grove - Santa Ana Rails-to-Trails Gap Closure

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards

Yes No



Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure - Large

Will construction funds be requested for this project? Yes No
 * Large Projects are not required to request construction funds

Indicate any of the following plans that your agency currently has: (Check all that apply)

- Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan None
 Other plans that include Bicycle and/or Pedestrian Improvements _____

Is your project in a current Plan? Yes No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50 %
 Pedestrian Transportation % of Project 50 %
 Safe Routes to School *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete better under this funding program. See section 22.7 Recreational Trails Program (RTP) of the Caltrans ATP Chapter for Elements that are only eligible for funding with Recreational Trail Funds.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

How many schools does the project impact/serve: 0

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 50 %
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>14,800</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>0</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>0</u> Number	Timing Improvements: <u>3</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>6</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 50 %
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>0</u> Linear Feet	New (over 8' wide): <u>2,000</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>14</u> Number	Reconstruct Ramp to Standard: <u>7</u> Number
Signalized Intersections:	New Crosswalk: <u>6</u> Number	Enhance Existing Crosswalk: <u>8</u> Number
	Ped-Heads: <u>14</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

Non-Infrastructure Components

Plan Type (only intended for Plans)



Right of Way (R/W) Impacts (Check all that apply)

- Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)
- Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

Letter of Support-OC Flood.pdf

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversight responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 4

Has the project schedule been developed to account for this time? Yes

- Program/Plan will likely have an open street/demonstration on state highway.



Part A5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
 3) The proposed CTC Allocation dates must be between July 1, 2021 and June 30, 2025 to be consistent with the available ATP funds for Cycle 5.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PA&ED Allocation" Date:

12/1/2021
1/30/2022

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

8/1/2022

Time to complete the separate CEQA & NEPA studies/approvals:

20	months
----	--------

 (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

3/23/2024

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

--

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Expected or Past Start Date for PS&E activities:

4/1/2025

Time to complete the final Plans, Specification & Estimate:

12	months
----	--------

Expected or Past Completion Date for the PS&E Phase:

3/27/2026

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

--

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Expected or Past Start Date for R/W activities:

3/30/2026

Time to complete the R/W Engineering, Acquisition, and Utilities:

24	months
----	--------

Expected or Past Completion Date for the R/W Phase:

3/19/2028

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

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Part A6: Project Funding
 (1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	3,000	3,000	21/22	-	-	-	-	-
PS&E	3,871	-		3,871	-	-	-	3,871
R/W	8,571	-		8,571	-	-	8,571	-
CON	26,955	-		26,955	-	-	-	26,955
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	42,397	3,000		39,397	-	-	8,571	30,826

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 14

As OCTA has the capacity to begin work in 2021-2022, funds are requested for Fiscal Year 2021-2022. Additionally, federal funds may delay the project schedule as this is an earlier phase of work involving environmental clearance.

If "Yes", applicants requesting SHA must also attach an "Exhibit 22-F"

J - Part A6 - 22F-State Funding Request - Signed.pdf

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 8/21/2020					
District		EA		Project ID		PPNO		MPO ID		Alt Project ID/prg.	
12										ATP	
County		Route/Corridor		PM Bk		PM Ahd		Project Sponsor/Lead Agency			
ORA								Orange County Transportation Authority (OCTA)			
						MPO			Element		
						SCAG			Local Assistance		
Project Manager/Contact				Phone		E-mail Address					
Louis Zhao				(714) 560-5494		lzhao@octa.net					
Project Title											
Garden Grove - Santa Ana Rails-to-Trails Gap Closure											
Location (Project Limits), Description (Scope of Work)											
3.1 miles of ROW from Euclid St. in Garden Grove (GG) to Raitt St. in Santa Ana (SA), and 0.85 miles along Wintersburg Channel from ROW in GG traversing south to Hazard Ave. in SA.											
Component				Implementing Agency							
PA&ED				Orange County Transportation Authority (OCTA)							
PS&E				Orange County Transportation Authority (OCTA)							
Right of Way				Orange County Transportation Authority (OCTA)							
Construction				Orange County Transportation Authority (OCTA)							
Legislative Districts											
Assembly: 69, 72			Senate: 34			Congressional: 46, 47					
Project Benefits (If more space is needed, use the Additional Information field on the next page.)											
This project will increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, allowing travel away from high-speed and high-volume traffic in several disadvantaged communities linking two downtown cities and link to the Santa Ana River Trail, part of 66-mile Class I OC Loop bikeway. Greenhouse gas reduction will also improve along with public health.											
Purpose and Need											
This project is a necessary safety and mobility enhancement for the Cities of Garden Grove and Santa Ana, consistent with the Orange County Commuter Bikeway Strategic Plan and OC Active, Orange County's Bike and Pedestrian Plan (2019).											
Category			Outputs/Outcomes					Unit		Total	
Local Streets and Roads			Pedestrian/Bicycle facilities miles constructed					Miles		4	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>											
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>											
Project Milestone						Existing			Proposed		
Project Study Report Approved						8/21/2020					
Begin Environmental (PA&ED) Phase									8/1/2022		
Circulate Draft Environmental Document (Document Type)				EIR/FONSI							
Draft Project Report											
End Environmental Phase (PA&ED Milestone)									3/23/2024		
Begin Design (PS&E) Phase									4/1/2025		
End Design Phase (Ready to List for Advertisement Milestone)									3/27/2026		
Begin Right of Way Phase									3/30/2026		
End Right of Way Phase (Right of Way Certification Milestone)									3/19/2028		
Begin Construction Phase									4/3/2028		
End Construction Phase									3/19/2031		
Begin Closeout Phase											
End Closeout Phase (Closeout Report)											



Additional Information	Date: 8/21/2020



Part A7: Funding Criteria

The following Funding Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? Yes No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? Yes No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? Yes No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? Yes No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Part A7 - SCAG RTP-SCS SRTS Excerpts.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

- 3. Is the Implementing Agency Caltrans?** Yes No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Part B - Q1A - DACs and Destinations - 2 Maps.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Healthy Places Index
- Other

Select Option: CalEnviroScreen

An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities:

<https://oehha.ca.gov/media/downloads/calenviroscreen/document/ces3results.xlsx>

NOTE: Use the CES 3.0 Score value from Column H only! The Census Tract number is in Column A, the Population is in Column B.

Census Tract/Block Group/Place #	Population	CalEnviroScreen Score
6059089003	4,012	54.46
6059089004	7,011	47.63
6059089001	7,154	45.21
6059074801	5,499	42.01
6059075201	5,822	40.53
6059088501	6,785	39.67
6059074802	5,845	38.07
6059088602	4,433	37.72
6059089105	6,387	34.93
6059089104	5,376	34.18
6059088601	6,305	34.08
6059089102	7,217	31.41

Highest California Communities Environmental Health Screening Tool (CalEnviroScreen) score from above (autofill):

54.46 (to be used for qualifying as benefiting a DAC only)

California Communities Environmental Health Screening Tool (CalEnviroScreen) score for the community benefited by the project:

39.67 (to be used for severity calculation only)

Must attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

Part B- Q1B-CalEnviroScreen.pdf

C. Direct Benefit: (0 - 4 points)



ATP CYCLE 5 APPLICATION FORM

LAPG 22-U (REV 08/2020)

v3.10

12-Orange County Transportation Authority (OCTA)-1
Garden Grove - Santa Ana Rails-to-Trails Gap Closure

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words) Words Remaining:

The project will close the gap between the Santa Ana-led funded downtown Santa Ana Boulevard Class IV bikeway and the existing Class I multi-use trail in Garden Grove. In addition, the project will add connectivity to the region by linking 2.5 miles of a multi-use trail in Garden Grove to 1.5 miles in Santa Ana, creating a seamless four miles of a Class I facility that connects two downtown areas and connects directly to the countywide 66-mile Class I OC Loop bikeway which serves about 650,000 residents and is a unique and innovative regional active transportation network and community benefit in Orange County and the Southern California region.

This low-stress, safe and convenient mobility option for all ages, incomes and abilities will improve social equitability. Additionally, there wasn't any displacement of residents as a result of OCTA's purchase of this abandoned railroad right-of-way nor will there be going forward.

There will be a great deal of continuous outreach with a focus on attracting the largest group of bicyclists, "interested but concerned riders" who are willing to bike ride only if high-quality bicycle infrastructure is in place. Public outreach will engage riders of all types and ensure they are involved in planning and designing the facility with their needs and desires in mind.

This project will remove pedestrians and bicyclists from roads with four to six traffic lanes, with frequently over 30,000 vehicles each day. Many of these streets do not have any bike lanes which forces people to walk and bike on narrow sidewalks.

Most transportation trips of any kind are less than five miles, therefore this safe, high-quality, easy to use, conveniently located biking and walking trail designed with the input of the surrounding disadvantaged population and trail-users of all types will provide a protected, low-stress active transportation connection to schools, parks, shopping, employment centers, places of worship, other recreational opportunities, and 24 transit stops within one-quarter of a mile.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words) Words Remaining:

The project is surrounded by 12 disadvantaged communities (CalEnviroScreen) and the public can access the multi-use trail from 15 different entry points including the OC Loop/Santa Ana River Trail which links to beaches, and many other cities, as it is the countywide 66-mile bikeway.

The critical connector will give people a free and affordable mode of transportation and result in a health benefit adding urban relief through walking and biking on a protected trail. It will also link to affordable transit as there are over 20 bus stops within ¼ mile providing direct linkage to four bus route; additionally OC Streetcar stations (opening 2022) will provide connections with 14 more routes.

This Class I facility also directly links to the Santa Ana Boulevard Class IV bikeway providing connections to the Santa Ana Regional Transportation Center with Amtrak and Metrolink passenger rail service providing the opportunity to reach farther destinations.

Within one mile of the project are the following low-income schools (schools with greater than 75% eligible for free and reduced-price meals) including twelve elementary schools, four middle/intermediate schools, and two high schools:

Santiago High School, Lorin Griset Academy alternative public school, Doig Intermediate, Spurgeon Intermediate, Fitz Intermediate, James Irvine Intermediate, Woodbury Elementary, Mitchell Elementary, Excelsior Elementary, Rosarita Elementary, Hazard Elementary, Clinton-Mendenhall Elementary, Fremont Elementary, Carver Elementary, Romero Cruz Elementary, Heritage Elementary, King Elementary, Abraham Lincoln Elementary, and Wilson Elementary.

These schools are identified on the disadvantaged community map at the beginning of this section.

Also, within a half-mile are: 473 affordable housing units and 280 mobile home units. This Class I facility will improve social equability in the many low-income neighborhoods surrounding the corridor.

As shown in Attachment K, "Businesses and Number of Employees within 1 Mile of Project," there are over 17,000 employees within one mile of the project making the location easy to access by walking or biking. In fact, research shows 55% of Americans would prefer to walk for transportation and exercise; and 63% would like to walk more to do errands. In addition, 56% of cyclists said they would bike more but did not due to "too much traffic" (meta-analysis by FHWA). This route is centrally located. In addition to jobs within one mile, there are multiple stores and restaurants including Denny's and El Pollo Loco, Ross Dress for Less, Walgreens, Target, houses of worship, Boys & Girls Club of Garden Grove, City of Santa Ana offices, Santa Ana Unified School District, Dollar Tree, CVS, Goodwill Community Meeting Center, US Post Office, MOMS Resource Center, Newhope Public Library, and Orangegrove Rehabilitation Hospital, and adult education institutions such as Lincoln Education Center and Thomas House Temporary Shelter.

Disadvantaged residents of all ages and abilities will have physical access through all entrances of this project and will be able to use this safe, convenient, and free transportation option.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words) Words Remaining:

Both Cities of Garden Grove and Santa Ana residents have been engaged in the early stages of providing feedback on the community needs and desires related to active transportation, and surrounding the project corridor are several disadvantaged communities.

As Santa Ana is approximately 77 percent Hispanic, much of this outreach was done in both English and Spanish including flyers and posters, social media posts, emails, and community workshops. Garden Grove provided surveys in English, Spanish, Korean and



Vietnamese.

Early public outreach process has so far included: (1) stakeholder meetings including residents; (2) public workshops ; (3) online surveys; (4) Social media (Facebook, Instagram, Twitter); (5) Project website; (6) focus groups; (7) questionnaires; (8) open streets event with temporary pedestrian crossing and bicycle lane treatments; (9) advisory committees (including local residents, PTA, high school students, city staff and a planning commissioner); and (10) "chalk, walk and roll" contest for students.

There was also an interactive map on the internet in which 220 suggestions were mapped by residents, and commuters identified over 37 gaps and barriers to biking and walking and indicated a multi-use trail on the OCTA-owned former Pacific Electric right-of-way would be a great way to increase access throughout the cities and create a regional connection.

The abandoned railroad right-of-way corridor was purchased by OCTA and didn't involve any displacement. The portion along the Wintersburg channel also will not result in displacement; rather, opening the gates and revitalizing the area will only add improvements.

Residents expressed a desire to have a sustainable alternative transportation option, enhance the regional bikeway network and promote quality pedestrian facilities for transportation and recreation. These comments will be incorporated into the final design of the facility. In fact, the striping is still present from the pilot project Re:Imagine Garden Grove open streets event and lighting was already added to that portion of the trail. The most requested recommendations were off-street paths/trails, shade trees and landscaping, promenades, safer crossings, lighting.

See Attachments in this section which includes three overarching projects/plans which incorporated the many types of outreach methods mentioned including events in the community, such as:

1. Re:Imagine Garden Grove - 2014
 - 100 participants. 75 were actively engaged in providing thoughts, concerns and dreams for biking and walking in Garden Grove.
2. SCAG ATP Funded Go Human Event – 2017
 - 10,000-15,000 in attendance at this Open Streets event. "Pop up" installations featured demonstrations of protected bike lanes, art crosswalks, parklets, and a neighborhood greenway.
3. Active Streets Master Plan for Garden Grove - 2018
 - Over 230 participants, providing feedback and recommendations on bicycle and pedestrian experiences in the city.
 - 200 completed surveys - available in English, Spanish, Korean and Vietnamese.
4. Santa Ana Active Transportation Plan - 2019
 - Over 300 participants across 6 citywide workshops
5. OC Active Bike and Ped Plan – involving both Garden Grove and Santa Ana - 2019
 - Over 1,500 completed online surveys
 - 76 community events and festivals for survey input

Attach Documentation

Part B-Q1-C3 DAC Outreach.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

a. Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
	0	0
Total	0	0

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 1000 Words)

Words Remaining: 41

This project will add connectivity to the region by linking a seamless four miles of a Class I facility traversing two cities without displacing any community members in an area where the only option for pedestrians and cyclists is riding or walking on narrow sidewalks directly next to arterials that typically have over 30,000 vehicles per day. The only safe and low-stress option in these built-out cities is to provide a safe active transportation route for the community on the abandoned railroad right-of-way which is conveniently located through the cities and has already been purchased by OCTA. In addition to being stressful, traveling along these busy roadways takes a toll on one's health due to increased exposure to vehicle pollutants and noise.

Even more concerning is the number of deaths within a half mile of the project caused by vehicle collisions with a pedestrian or bicyclist. As the Transportation Injury Mapping System (TIMS) report shows, 150 bike and pedestrian fatalities and 1,600 severe and visible injuries could have been avoided if people were on this safe, Class I active transportation trail.

More than 1,000 industrial, manufacturing, and warehousing jobs, commonly characterized by low wages, can be found adjacent to the project. This high concentration of jobs within less than ½ mile of the project presents another opportunity to generate commuting trips by walking or biking.

CalEnviroScreen classifies 12 of the surrounding census tracts as disadvantaged. Additionally, within ½ mile, there are 12 disadvantaged public schools (elementary, middle, and high school), and 80% of area students qualify for free or reduced-price meals.

Furthermore, the Healthy Places Index indicates Garden Grove's and Santa Ana's automobile access rank at the 43.3 and 27.9 percentiles showing lower than average access to a vehicle. In addition, these cities' active commuting rankings are at the 55.5 and 81.1 percentile illustrating the high rates people walking, biking, and using the bus in the project area.

For those who use the bus system or have access to a vehicle, not only do these modes of travel have an associated cost, but research shows when areas lack safe walking and bicycling infrastructure, there is a reduction in physical activity, especially in disadvantaged communities, resulting in decreased health and fitness, which is often manifested as obesity and diabetes. Even if children want to bicycle



or walk to and from school, their parents may not permit it due the actual and perceived risks of walking or bicycling along the area's roadways.

This area is most in need of a no-cost, zero emission mode of transportation. Surrounding the project, an average of 74% of households with children receive Supplemental Nutrition Assistance Program (SNAP) (food stamps) (an average of 67% and 81%).

According to the OC Healthier Together (led by Orange County Health Care Agency), 39% and 46% of teens in the project area are overweight or obese (zip codes 92703 and 92843) with an average of 42.5%, compared to the State average of 38% for these groups. These data are consistent with the Healthy Places Index (HPI). For example, the HPI percentiles for the census tracts adjacent to the project are: 22.9, 17.9, 17.4, 28.2, 27.1 for tracts 891.04, 891.05, 752.01, 890.03, and 885.01, respectively, illustrating the overall health of these communities is poor in comparison to other California census tracts.

Adolescents in the surrounding area are likely to grow up and have adult diabetes due to continued lack of physical inactivity if infrastructure is not added to curb this continuing trend. In fact, only 10% and 11% of children and teens in the surrounding project area engage in regular physical exercise. Furthermore, age-adjusted diabetes hospitalization rates within the project area (ZIP codes 92703 and 92843) are from 20.1 to 27.6 per 10,000 people, which is as much as twice that of the California county (10.15) and Orange County (12.6) (OC Healthier Together).

Building this facility is certain to lower obesity and diabetes in the project area, as well as lowering pediatric asthma hospitalizations which is 9.2 and 7.4 per 10,000 people in comparison to the 5.5 in the county; both zip code populations are in the worst 25% in the state.

This project has multiple benefits to both the local communities and the region. In addition to connecting Garden Grove's and Santa Ana's downtown areas via an active transportation trail, this project will also link to the countywide 66-mile OC Loop bike trail which is 88% complete. The OC Loop connects to beaches, 200 parks, 180 schools, three Metrolink stations and 17 cities; and there are almost 20,000 residents within ½ mile of the OC Loop.

Located within one mile of the project are over 17,000 jobs making the location easy to access by walking or biking (see Attachment K, "Businesses and Number of Employees within 1 Mile of Project"). In addition to jobs within one mile, there are multiple stores and restaurants including Denny's and El Pollo Loco, Ross Dress for Less, Walgreens, Target, houses of worship, Boys & Girls Club of Garden Grove, City of Santa Ana offices, Santa Ana Unified School District, Dollar Tree, CVS, Goodwill Community Meeting Center, US Post Office, MOMS Resource Center, Newhope Public Library, and Orangegrove Rehabilitation Hospital, and adult education institutions such as Lincoln Education Center and Thomas House Temporary Shelter. See the following map in next sub-question "Close a gap" in which gap and connections are identified.

This project would address the varied and diverse needs identified above by providing a low stress, comfortable, convenient alternative to having to bicycle or walk along the area's multi-lane roadways and likely lowering the number of vehicles on these. The proposed project has tremendous opportunity to improve existing walking and biking activity and to provide an enhanced facility to support increase active transportation travel.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Close a gap? Yes No

No. of gaps: 3 Total length of gap(s) (feet): 21,120

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

Part B-Q2-B1a- Project Location Maps (2).pdf

b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destinations must be identified.* (Max of 150 Words)

Words Remaining: 0

Surrounding residents within a half-mile including 280 mobile home units, 473 affordable housing units, and students attending 13 public schools will have a safe alternative to bicycling and walking along the area's busy streets. The addition of this trail will allow residents to access destinations they cannot currently reach without a vehicle or traveling on narrow sidewalks.

Within one mile, there are over 17,000 jobs, multiple stores and restaurants including Denny's, El Pollo Loco, Ross Dress for Less, Walgreens, Boys & Girls Club, Dollar Tree, Goodwill, Post Office, religious organizations, and Thomas House Temporary Shelter.

The project provides a safe trail to farther destinations. Within one-quarter mile: over 20 OC Bus stops providing direct linkage to four bus routes; OC Streetcar stations (opening 2022) will provide connections with 14 more routes.



Project directly links to Santa Ana Boulevard Class IV bikeway providing connections to Amtrak and Metrolink passenger rail service.

2. Creation of new routes?

Yes No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

a. Must provide a map of the new route location.

Part B - Q2B2a New Route Map - Aerial.pdf

b. Describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 2

Currently, the only option for pedestrians and cyclists is on narrow sidewalks directly next to roadways that typically have over 30,000 vehicles per day. The only safe and low-stress option in these built-out cities is to provide a safe active transportation route on the abandoned railroad right-of-way is conveniently located through the cities owned by OCTA.

This Project will provide increased access to employment, shopping and religious organizations, providing enhanced mobility and reduced-vehicle dependency and safety.

The southern leg (0.85-mile) would provide access along a flood control channel and currently appears to residents as a locked bike trail.

Other local planned improvements in the project vicinity which will complement this multi-use trail include two of Santa Ana's bicycle projects, both located one-quarter mile from this Project: West First Street and West Fifth Street, within three elementary school zones: Romero-Cruz, Rosita and Hazard (Santa Ana Active Transportation Plan, 2019).

c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 0

Within a half-mile of this project are eight elementary schools, one middle school, and four high schools. Many of the schools qualify for free/reduced priced meals. Also, within a half-mile are: 473 affordable housing units and 280 mobile home units.

Within one-quarter mile: over 20 bus stops providing direct linkage to four bus routes and OC Streetcar stations (opening 2022) will provide connections with 14 more routes.

Project directly links to the Santa Ana Boulevard Class IV bikeway providing connections to the Santa Ana Regional Transportation Center with Amtrak and Metrolink passenger rail service.

Within one mile, there are over 17,000 jobs, multiple stores and restaurants including Denny's, El Pollo Loco, Ross Dress for Less, Walgreens, Boys & Girls Club, Dollar Tree, Goodwill, Post Office, and MOMS Resource Center.

The direct connectivity to the 66-mile OC Loop bikeway links to 200 parks, 180 schools, three Metrolink stations and 17 cities.

3. Removal of barrier to mobility?

Yes No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

Part B Q3b Map for Safety (Barrier).pdf

c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 7

The three miles of unattractive, blighted corridor and approximately one mile of the Wintersburg Channel have been restricted from public use for decades when they could be used to connect residents to employment, transit, a golf course, a park, places of worship, schools and a regional trail.

Constructing a safe Class I active transportation multi-use trail will provide an additional transportation option for all residents surrounding the corridor including those who do not have access to a vehicle, as well as children, elderly and people with disabilities and those with strollers.

This project repurposes the underutilized space near highly trafficked roads and transform this mostly inaccessible route into a



community amenity. The multi-use trail will be Americans with Disabilities Act (ADA) accessible. The Forest Service Trails Accessibility Guidelines (FSTAG) will be used during the design phase to maximize accessibility all along the facility.

- d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words) Words Remaining:

Surrounding residents within a half-mile including 280 mobile home units, 473 affordable housing units, and students attending 13 public schools will have a safe alternative to bicycling and walking along the area's busy streets. The addition of this multi-use trail will allow residents access to destinations they cannot currently reach without a vehicle or traveling on narrow sidewalks.

Within one mile, there are over 17,000 jobs, multiple stores and restaurants including Denny's, El Pollo Loco, Ross Dress for Less, Walgreens, Boys & Girls Club, Dollar Tree, Goodwill, Post Office, houses of worship, and MOMS Resource Center.

Project provides a safe trail to farther destinations. Within one-quarter mile: over 20 bus stops providing direct linkage to four bus routes and OC Streetcar stations (opening 2022) will provide connections with 14 more routes.

Project directly links to Santa Ana Boulevard Class IV bikeway providing connections to Amtrak and Metrolink passenger rail service.

4. Other improvements to existing routes? Yes No

- a. Must provide a map of the new improvement location.

Part B2 -Q2-4a Entry Points.pdf

- b. Explain the improvement. (Max of 150 Words) Words Remaining:

At the 13 roadway crossings which are entry points to the project, user-activated treatments such as traffic signals, Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) will be used as well as passive treatments such as high-visibility crosswalks, pedestrian refuge islands, two-stage crosswalks, curb extensions, lighting, and gateway and directional signage.

Feedback from the community and local agencies will be sought to determine the most appropriate crossing treatments, providing safe crossings of major roadways.

 RRFBs have signage indicating the location may have people crossing the street. When the pedestrian presses a button, high-visibility strobe-like lights are activated to warn drivers that someone is crossing the street.

PHBs are lights activated by pedestrians or cyclists which results in warning drivers to stop because someone is crossing the street.

- c. Describe how the project links or connects, or encourages use of existing routes to important or community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words) Words Remaining:

In the surrounding project area, pedestrians frequently jaywalk and bicyclists often ride on the wrong side of the road and on the sidewalks (Question #3). The Safe Mobility Santa Ana study also concluded that pedestrian injuries and fatalities frequently occur where there are mid-block crossings outside of crosswalks. The improved crossings will allow students attending the 13 schools within a half mile of the project to have a safe alternative to bicycling and walking along the area's busy streets. Residents will be able to safely use active transportation to get from 280 mobile home units, 473 affordable housing units to many destinations within one mile: over 17,000 jobs, multiple stores and restaurants including Denny's, El Pollo Loco, Ross Dress for Less, Walgreens, Boys & Girls Club, Dollar Tree, Goodwill, Post Office, houses of worship, and MOMS Resource Center. Over 20 bus stops are within one-quarter-mile linking to 14 bus routes.



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history
 - b. Project Area Collision Map - identifying the past crash locations within the project limits
 - c. Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details
 - d. For a Combined INI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J

Combine the various maps/summaries into one PDF file and attach it in the field below.

Part B - Q3 TIMS Package.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: 150

The methodologies used to determine the locations and the number of hazards was the UC Berkeley SafeTREC TIMS tool which is populated with data from the Statewide Integrated Traffic Record System (SWITRS) from the past 11 years. The following attachment illustrated details related to the collisions involving bicyclists and pedestrians.

Data and methodologies Attachment (optional)

Part B - Q3 Bike and Ped.xlsx

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	129	28	157	14.27
Injuries	1,314	1,588	2,902	263.82
Total	1,443	1,616	3,059	278.09



4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words)

Words Remaining: **304**

As the multi-use trail to be constructed is a Class I facility, located safely away from vehicles and the project site is currently inaccessible, collision data are from arterial streets within one-half mile from the project site. As shown in the attached UC Berkeley SafeTREC TIMS report, over the last 11 years, there have been 157 pedestrian and bicyclist fatalities and 2,902 bicycle and pedestrian related injuries (including severe and visible) in close proximity to this route. All of the 3,059 collisions with pedestrians and bicyclists are within close proximity to the corridor; they are not in the project corridor itself because the area is currently inaccessible.

Of all types of collisions in the project vicinity, 43 percent, the majority, of all the collisions were a vehicle hitting a pedestrian. The primary collision factor (PCF) violation in approximately 46 percent of all the collisions were caused by either a vehicle or bicyclists being on the wrong side of the road or a pedestrian violation.

The majority of these collisions could have been prevented if this corridor were already transformed into an active transportation facility. All of these individuals who were using the roads, bicycling and walking, next to fast moving vehicles would have been able to use a Class I pedestrian and cyclist-only corridor, specifically designed to provide a safe environment and create the barrier between them and vehicles. This would have drastically reduced the number of conflicts by providing a safe route for active transportation users.

When designing the Class I facility, in addition to incorporating suggestions from surrounding community residents and businesses, measures will be taken to ensure bicyclists with a wide range of skill levels, including young children, feel confident riding on the new facility. A two-way bike trail will likely be separated from a pedestrian path. Its location is conveniently located among neighborhoods and stores, schools, places of worship, connecting two downtown areas, in addition to connecting directly to the countywide 66-mile OC Loop which provides beach access. Furthermore, safety countermeasures will be taken at the crossings to ensure safe entry access to the trail and at each intersection.

Not only will this Class I multi-use trail provide safety and reduce conflicts of pedestrians and bicyclists, this project will also provide a new amenity for Garden Grove and Santa Ana residents connecting the two cities' downtowns via a healthy mode of transportation.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? Yes No

a. Current speed and/or volume: (Max of 200 Words)

Words Remaining: **147**

Speed limits on the project area's arterial streets are 40-45 mph (based on Garden Grove's and Santa Ana's Engineering & Traffic Studies). Based on 2014 counts taken, traffic volumes commonly exceed 30,000 average vehicles per day (ADT) and range as high as 66,000 on Harbor Boulevard in Garden Grove near the project site.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words)

Words Remaining: **10**

While the trail is completely separated from vehicles, similar projects demonstrate that the speed of vehicles as they approach crossings will be reduced with the installation of user-activated traffic signals, Rectangular Rapid Flashing Beacons (RRFBs), and Pedestrian Hybrid Beacons (PHBs) intersections.

Furthermore, the volume of vehicles will likely be reduced because the facility's convenient location through highly populous areas of the cities, neighborhoods, places of worship, shopping, and employment locations completely separated from vehicles will encourage people to use this free, healthy transportation option rather than a vehicle. The National Household Travel Survey reports nearly half of all trips taken in the United States are three miles or less, and 28% of trips are less than one mile. Various research shows Americans would drive less if active transportation options were more available. In fact, 63% would like to walk more to do errands (Surface Transportation Policy Partnership). Not only will barriers be removed for those traveling with children, this trail will provide a comfortable, pleasant environment for the elderly, disabled and strollers encouraging all types of pedestrians and cyclists. Thus, this project is likely to reduce motor vehicle trips annually.

2. Improves sight distance and visibility between motorized and non-motorized users? Yes No



ATP CYCLE 5 APPLICATION FORM

LAPG 22-U (REV 08/2020)

v3.10

12-Orange County Transportation Authority (OCTA)-1
Garden Grove - Santa Ana Rails-to-Trails Gap Closure

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining: 80**

Current sight distance and visibility issues are related to the effects of high vehicle traffic volumes and speeds when bicyclists ride in the edge of a non-shareable vehicle lanes due to lack of bicycle lanes. Therefore, as evidenced by collision data, the vehicle/ pedestrian collisions are the most common type of all collisions involving vehicles. Additionally, bicyclists in this area travel on the wrong side of the road and get struck by vehicles. Furthermore, the most reported primary collision factor was bicycles riding on the wrong side of the road, which supports studies that show bicycling against the flow of traffic greatly increases risk for collisions with vehicles and injuries are likely to be more serious due to the head-on impact.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining: 124**

Not only will the proposed rails-to-trails project be located away from vehicles, the PA&ED will thoroughly study the intersections where bicyclists and pedestrians need to cross roadways and recommend newly designed crossings. At these 13 crossings, treatments will include user-activated solutions such as Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), as well as passive treatments such as high visibility crosswalks, pedestrian refuge islands, two-stage crosswalks, curb extensions, lighting, and gateway and added signage.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? Yes No

a. Current conflict point description: (Max of 200 Words) **Words Remaining: 92**

Currently, the on-street routes and narrow sidewalks are the only option for pedestrians and cyclists in the project vicinity. Surrounding the project site are many high-speed arterials with over 30,000 ADT (average daily traffic volume) and up to 66,000 ADT. As shown in the existing photographs in Attachment E, many of these busy streets have no bike lanes, shoulder or landscape buffer, leaving travelers in vulnerable situations with no other option. This project will create a physical separation between pedestrians and bicyclists away from vehicles which will likely drastically reduce the high number of collisions caused by bicyclists riding against traffic as shown in the SafeTREC TIMS report.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining: 145**

This project will address the conflict points by creating a physical separation between pedestrians/ bicyclists and vehicles as well as installing user-activated solutions such as Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), as well as passive treatments such as high visibility crosswalks, pedestrian refuge islands, two-stage crosswalks, curb extensions, and added signage.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? Yes No

a. Which Law: Other If Other, please explain Speeding/jaywalk/wrong-way travel/failure to yield

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining: 129**

By separating non-motorized users from vehicular traffic, the project reduces opportunities for violation of local traffic laws. TIMS/ SWITRS reports that from 2008-2018, 139 bicycle-involved collisions were as a result of riding in the wrong direction, 113 collisions resulted from pedestrian violations, 59 collisions were caused by pedestrians in the right-of-way, and 52 were because of automobile in the right-of-way. This accounts for 67% of the collisions which involved bicycles and pedestrians.

5. Addresses inadequate vehicular traffic control devices? Yes No

a. List traffic controls that are inadequate: (Max of 200 Words) **Words Remaining: 140**

Existing conditions do not offer proper bicycle lanes or signage indicating that cyclists can be on the road let alone share the road. The primary collision factor in 30 (6%) of bicycling and pedestrian accidents were due to traffic signals or signs (SafeTREC, 2008-2018). Removing bicyclists and pedestrians from city streets will certainly reduce accidents related to traffic control devices.

b. How are they inadequate? (Max of 200 Words) **Words Remaining: 183**

There is a clear lack of infrastructure for bicyclists as well as signage for bicyclists and motorists.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining: 163**

The project will install signage where drivers will approach intersections which will have bicyclists and pedestrians and will draw drivers' attention to them. Additionally, signalized mid-block crossings will be installed to assist with pedestrian and bicyclist safety.

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? Yes No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining: 116**

The main roads that cross the right-of-way corridor in the Cities of Garden Grove and Santa Ana include Fairview Street, Westminster Avenue, Harbor Boulevard, Newhope Street, Trask Avenue, Paloma Avenue and Euclid Street, mostly with arterial highways in excess of 30,000 ADT (average daily traffic volume) and up to 66,000 ADT.



Most of the bikeways in the project's surrounding vicinity are Class III (shared) bike lanes. Many roads do not even have bike lanes. In addition, some areas do not have sidewalks or crosswalks.

b. How are they inadequate? (Max of 200 Words) Words Remaining: 124

Biking and walking in the project area in Garden Grove and Santa Ana are not only stressful, but also unsafe, as illustrated by the high number of bicycles and pedestrians involved in collisions in the area. As discussed earlier, 139 bicycle-involved collisions were as a result of riding in the wrong direction, 113 collisions resulted from pedestrian violations, 59 collisions were caused by pedestrians in the right-of-way, and 52 were because of automobile in the right-of-way.

c. How does the project address the inadequacies? (Max of 200 Words) Words Remaining: 54

This blighted right-of-way that has been abandoned by a railroad company, located right through the hearts of Garden Grove and Santa Ana, has contributed to an ideal location for active transportation in two built-out cities with unsafe areas for bicyclists and pedestrians. Revitalizing the corridor will result in thousands of people using the four-mile corridor every day improving safety for non-motorized users because the corridor is physically separated from motorists. In addition, this project will connect to the countywide 66-mile OC Loop bikeway. Furthermore, installing user-activated solutions such as Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), as well as passive treatments such as high visibility crosswalks, pedestrian refuge islands, two-stage crosswalks, curb extensions, and added signage will improve bicycle and pedestrian facilities and crosswalks where they have to reach one part of the protected trail to the next section of the protected trail.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? Yes No

a. List of behaviors: (Max of 200 Words) Words Remaining: 156

SafeTREC TIMS data from 2008 to 2018 reports that the behaviors which lead to collisions involving non-motorized users were: 1) bicyclists riding in the wrong direction (23%); 2) pedestrian jaywalking (23%); and 3) pedestrians failing to yield right-of-way to motorized vehicles and/or bicycles (12%).

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) Words Remaining: 76

The Cities' police departments, fire departments, and traffic engineers will be involved in reviewing plans and advising regarding safety for motorists, cyclists and pedestrians.

Safety education will be provided to cyclists through schools, non-profit organizations, special events with helmet giveaways, and signage.

The project reduces potential for collisions by constructing a safe trail separated from vehicular traffic providing access to newly installed user-activated solutions such as Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), as well as passive treatments such as high visibility crosswalks, pedestrian refuge islands, two-stage crosswalks, and curb extensions. The construction of this multi-use trail would remove children and adults from high traffic roadways, and create a Class I bicycle and pedestrian facility, making travel in the area safer.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)**

Words Remaining: **67**

Garden Grove and Santa Ana are built-out densely populated disadvantaged cities in need of more open space and with travel alternatives. It is a rare and urgent opportunity in a built-out community to be able to expand multi-use trails through these cities. Due to the narrow width the development of the site is prohibitive for private developers; and Class I trail facilities constructed by the cities are the only viable option. Furthermore, as this rails-to-trails corridor connects with the 66-mile OC Loop bikeway, there is further justification for the unused land to be used for active transportation.

Orange County Transit District, the predecessor agency to OCTA, purchased the abandoned rail right-of-way utilizing Measure M (local transportation sales tax) funds with the purpose of developing a future transportation in the corridor.

In 2013, OCTA completed the West/Central Orange County Regional Bikeways Strategy, which included comprehensive community engagement and collaboration with community members and agency staff to identify regional bikeways to serve major destinations countywide. The first regional corridor identified was this Garden Grove – Santa Ana Rails-to-Trails Gap Closure Project, also referred as the (OCTA-owned) former Pacific Electric right-of-way (PE ROW), and based on support, the prepared feasibility analysis provides the basis for the project cost estimate. See Attachment D for an excerpt of this completed study in which "Corridor A: Pacific Electric Right-of-Way" is identified which is this rails-to-trails gap closure project.

The project is also identified in the Garden Grove Active Streets Master Plan, the City of Santa Ana Circulation Element, the County of Orange-adopted Major Riding & Hiking Trails and Off-Road Paved Bikeways Map. The development of adopted agency plans and maps have been based on community engagement by OCTA and the Cities of Garden Grove and Santa Ana, as well as the County of Orange as evidenced by the robust community engagement illustrated by the public workshops, working groups, interactive maps, and surveys. Please see the attachment Public Participation and Planning at the end of this question for further detail.



B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 400 words)

Words Remaining: 0

Both Garden Grove and Santa Ana in collaboration with OCTA have continuously engaged over several years with residents, local businesses, and other stakeholders in determining how to transform the blighted unused property into an alternative transportation option that is attractive and useful.

Engagement included and will continue to include:

Residents, school districts, OC Flood, city officials, county supervisor, Community Advisory Committees, Alliance for a Healthy Orange County, Caltrans, bicycle coalitions and clubs, People for Housing, police and fire departments, County of Orange, and Orange County Health Care Agency.

Engagement so far includes: (1) stakeholder meetings including residents; (2) public workshops; (3) online surveys, surveys at events; (4) social media (Facebook, Instagram, Twitter); (5) project website; (6) focus groups; (7) questionnaires; (8) demonstration events with use of bicycles; (9) advisory committees (including local residents, PTA, high school students, city staff and planning commissioner); (10) "chalk, walk and roll" contest for students; (11) door-to-door engagement; and (12) online interactive map (220 mapped suggestions).

In Santa Ana, outreach was done in both English and Spanish, (77% of residents identify as Hispanic). Garden Grove provided surveys in English, Spanish, Korean and Vietnamese.

There will continue to be working groups, community workshops and multiple engagement methods to reach stakeholders to ensure continuous input on documents leading up to design. Stakeholder involvement is also critical in planning the facility such as landscaping and shade, amenities such as benches and lighting, screening privacy in particular areas, wayfinding signs, safe crossings, and local history.

The attached documents illustrate engagement and outreach pertaining to active transportation in the surrounding area:

1. Re:Imagine Garden Grove (2014)
 - Engagement event.
 - 725 feet of paved trail added for a pilot segment on the rails-to-trails right-of-way.
 - 100 participants. 75 actively engaged in biking and walking in Garden Grove visioning.
2. SCAG ATP Regional fund for Go Human Event (2017)
 - 10,000-15,000 attended this Open Streets event.
 - “Pop up” installations featured protected bike lanes, art crosswalks, parklets, and neighborhood greenway.
3. Active Streets Master Plan (Garden Grove) (2018)
 - Over 230 participants, providing feedback and recommendations on bicycle and pedestrian experiences in the city.
 - 200 completed surveys (English, Spanish, Korean and Vietnamese).
4. Santa Ana Active Transportation Plan (2019)
 - Over 300 participants across 6 workshops.
5. OC Active Bike and Ped Plan – involving both Garden Grove and Santa Ana (2019)
 - 1,500 completed online surveys.
 - 76 community events and festivals for community input.



C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)

(Max of 400 words)

Words Remaining: 183

Based on the outreach with residents, businesses, and other stakeholders mentioned in the above item, results indicate people especially want an off-street path/trail, landscaping, and safer crossings.

In fact, the public expressed so much enthusiasm in response to Garden Grove's Open Streets event which involved paving a 725-foot long section of the Rails-to-Trails Gap Closure for a 10-foot wide walking and biking trail, that the City was able to secure ATP Cycle 2 funding for the development of bike events, bike rodeos, bike-to-school events, and bike repair training.

Community engagement has consistently received positive feedback to construct a multi-use trail on the OCTA-owned project corridor to increase access throughout the city and also to create a regional connection. Results show that the community members want a trail that allows for people of all ages and abilities to access schools, neighborhoods, parks, and employment and commercial centers.

Feedback collected (previously collected and future feedback) will be shared with the designers of the facility.

Goals identified via public participation that also meet ATP Goals:

- (1) Increase biking/walking trips;
- (2) Increase safety/mobility of non-motorized users;
- (3) Advance active transportation efforts of regional agencies to achieve reduced GHG goals;
- (4) Enhance public health;
- (5) Ensure disadvantaged communities fully share benefits;
- (6) Provide spectrum of projects to benefit various active transportation users.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)

(Max of 400 words)

Words Remaining: 10

During OCTA's implementation of PA&ED, the agency will partner with local advocacy organizations to continue engaging the community throughout the project. Stakeholder meetings will ensure community interest is maintained and identify champions that can help ensure continued momentum. As the support letters indicate from the cities of Garden Grove and Santa Ana, as well as the Orange County Public Works Department for the Wintersburg Channel portion, peer agencies will be involved in the project implementation, and determination of next steps will be developed through the stakeholder meetings.

A key element of this project is providing bicycle and pedestrian accommodations to disadvantaged communities that are within close proximity to the corridor. Ongoing engagement with these communities will ensure that their needs and desires are integrated into any future improvements. Translation services and bilingual outreach will be applied, and locations and times of day will be chosen for engagement to ensure the largest number of residents can participate, including accessibility via public transportation.

Throughout subsequent phases of the project, public engagement will continue through methods such as: (1) hosting public community workshops with residents and businesses that surround the project to provide input; (2) holding regular committee meetings related to related to improving the bikeways, sidewalk, and walkways efforts and all related projects; (3) physical mailings and emailing updates as progress occurs with contact information for trail feedback; (4) informational articles in the Cities' newsletters; and (5) social media and website updates; and (6) city events such as Taste of the City.

As design plans progress, it is well understood that it is important to continue soliciting feedback from the community to ensure they are heard and their suggestions for the design will be considered into the design and construction plans. Suggestions will be sought particularly about facility design, amenities, traffic control crossings, and potential privacy or security concerns for those residing adjacent to the project site. In addition to external stakeholders such as businesses and residents, the police and fire departments will also be continuously consulted to ensure safety is part of the plan.

Engagement will continue to include:

Residents, schools, businesses including minority-owned businesses, police and fire departments, OC Flood, city officials, county supervisor, Community Advisory Committees, Alliance for a Healthy Orange County, Caltrans, bicycle coalitions and clubs, People for Housing, County of Orange, and Orange County Health Care Agency.



E. Is this project specifically listed in an approved Transportation Plan? (1 point max)

(Max of 100 words)

Words Remaining:

Yes, this project is listed in Garden Grove's General Plan and its Parks, Recreation & Facilities Master Plan (October 2019) as well as Santa Ana's approved General Plan since 1982.

This project is also identified in Santa Ana's 2019 Active Transportation Plan in Figure 5-3.

In addition to the local plans, the project is part of SCAG's Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) and shown in Exhibit 20 of the Active Transportation Appendix.

This project is also shown as Corridor A in the West/Central Orange County Regional Bikeways Strategy completed in 2013.

Attach the applicable plan page with the project highlight:

Part B Q4E-Adopted Plans with Rails-to-Trails Project.pdf

Attach any applicable Public Participation & Planning documents:

Part B Q4E - Public Participation and Planning.pdf



Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words)

Words Remaining: 86

Roadways in the project area have four to six vehicle travel lanes, and often without any bike lanes. Traffic volumes on these roadways are typically over 30,000 vehicles daily, forcing people to walk and bike on narrow sidewalks. These conditions are especially stressful and unsafe for older residents and children. Noisy traffic also adds to the already-stressful conditions. As shown in the Land-Use Map attached in Question #6, the adjacent properties are mixed, from residential, industrial, and commercial/retail property, making the route convenient for residents to access key destinations from their neighborhoods utilizing a low-stress, no-cost, safe alternate transportation route.

The OCTA-owned abandoned railroad right-of-way corridor is available to be used for transportation. OCTA has been working with the cities of Garden Grove and Santa Ana to implement the proposed rails-to-trails active transportation project. The ability to implement a high-quality off-street facility in a constrained and fully built out environment will leverage the investment made by OCTA when the right-of-way was originally purchased. The off-street facility will provide a choice for vulnerable community members to travel away from high-speed and high motor-volume roadways. Together the project can provide four miles of a new off-street active transportation corridor serving people who are walking and biking.

To date, the most requested active transportation needs for the community are off-street trails, shade trees and landscaping, promenades, safer crossings, and lighting on this abandoned railroad right-of-way (now owned by OCTA). All of residents' active transportation comments will be addressed to ensure the community's vision is translated into a viable design solution. For example, more feedback will be sought regarding a separated pedestrian path from a bikeway as well as a two-way striped bike trail which is likely to minimize stress to both bicyclists and pedestrians, particularly for riders of all ages and abilities including young children. Additional best practices planned for the project include signalization of most of the crossings where the project intersects high-volume roadways with appropriate scale traffic control used at a few lower volume crossings. Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) will be strongly considered as well as passive treatments such as high-visibility crosswalks, pedestrian refuge islands, two-stage crosswalks, curb extensions, lighting, and added signage.

Public access to the project is expected to be provided at approximately 15 different entry points where intersecting existing roadways and the Santa Ana River Trail, a regional corridor that provides connectivity for disadvantaged community members within nearby cities including Orange, Anaheim, Costa Mesa, and Placentia.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words)

Words Remaining: 120

In a region where bicycling and walking improvements are extremely limited, this project's enhancements go far above and beyond what has been previously implemented. First, OCTA's forethought in purchasing the corridor for a separated Class I active transportation facility in such a densely built-out area is worthy of mention. In fact, virtually all of the project's proposed solutions are new to the region. Specifically, low stress, comfortable non-motorized facilities separated from major roadways like this project simply do not exist in the area. While the corridor's non-motorized linear facility is in itself a noteworthy enhancement, how its associated major roadway crossings are planned to be addressed is also a significantly different for the project area. The design will include a number of safety countermeasures and aesthetic enhancements not yet seen in the project area. Example enhancements include user-activated crossing signals such as Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), high-visibility crosswalks, raised crossings, pedestrian refuge islands, two-stage crosswalks, curb extensions, pedestrian-scale lighting, and gateway and directional signage.



This project also represents a highly efficient expenditure of available funding because it makes use of an existing but long abandoned transportation corridor that the agency (OCTA) already owns in full. The abandoned railroad right-of-way on which the project will be built has been off limits to the public for decades, but it will now be reopened for active transportation usage with ATP funding. The flood control channel portion is also owned in full by its agency (Orange County Flood Control District (OC Flood)) administered by Orange County Public Works). No right-of-way acquisition is needed. There has been and will not be any displacement of residents and there will be minimal disruption to the community. Community involvement will be encouraged, and feedback will be incorporated into the plans, including concerns such as privacy or lighting for adjacent neighbors.

In addition, a portion of this proposed project will share the use of a segment of a new maintenance road to be built to serve the OC Streetcar system (open in 2022). This shared arrangement will further reduce the total construction costs needed for the proposed active transportation project. The Project connects to the future OC Streetcar system and thus, this project supports first and last-mile connections for future and existing transit.



Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment? Address the potential for this project to support existing and planned housing, especially affordable housing. (Max of 500 words)

Words Remaining:

The project proposes to make use of the abandoned railroad right-of-way to create a safe and low-stress active transportation corridor providing safe and convenient connections to schools, parks, shopping, employment centers, religious organizations, transit stops, as well as recreational opportunities. Not only does this four-mile Class I trail close a gap to provide a connection to both downtown Santa Ana and downtown Garden Grove, it also connects these areas and several disadvantaged neighborhoods to the 66-mile OC Loop Class I bikeway (54 miles complete) via the 26-mile long Santa Ana River Trail (SART) which provides north-south travel in Orange County. This safe travel option will serve existing and future demand for many disadvantaged community members in multiple communities.

In the project area, roadways with four to six vehicle travel lanes and no bike lanes are common. Traffic volumes are typically over 30,000 vehicles daily, forcing people to walk and bike on narrow sidewalks. The high quality off-street active transportation facility will provide a choice for vulnerable community members to travel away from high-speed and high motor-volume roadways. The project can provide four miles of a new off-street active transportation corridor serving the many people who walk and bike along busy roadways and attract others who may normally use a vehicle or ride the bus.

Residents in the nearby 280 mobile home units and 473 affordable housing units will be able to use this active transportation to access schools, parks, shopping and employment centers, religious organizations, transit stops, and other recreational opportunities. Due to its direct connection to regional bikeways, this multi-use trail will provide connectivity for disadvantaged community members within nearby cities such as Orange, Anaheim, Costa Mesa, and Placentia. Public access to the project will be provided at 15 different entry points where intersecting existing roadways and the SART.

Maps showing the 10-minute/3-mile bike-shed for the project illustrate the wide reach that the project will provide for people biking in many disadvantaged communities. Linkage with the planned separated bikeways will also increase the project reach.

The project plans to signalize most of the crossings where the project intersects high-volume roadways with appropriate scale traffic control used at a few lower volume crossings. Two of the new connections will be made at the SART where the OC Streetcar project currently under construction includes accommodation of the future active transportation corridor, thus supporting first and last-mile connections. Furthermore, the OC Streetcar will connect with regional Metrolink and Amtrak service at the Santa Ana Regional Transportation Center.

Another key element of the project that will transform the community is the repurposing of the historic bridge crossing SART. The historic bridge will be analyzed in greater detail through the Project Approval and Environmental Document (PA&ED) to determine costs to retrofit for use as an active transportation corridor. The iconic opportunity of re-using the truss bridge for the project will strengthen awareness and promotion of the project.

Thus, this project provides a healthy transportation alternative to thousands of residents living in densely populated areas.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project?

As you address this question consider items like the following:

- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:

- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining:

The project is the nexus of the region's planned non-motorized network, as it connects planned and existing routes in all directions through Garden Grove, Santa Ana and surrounding cities. These include vital links to several existing and planned multi-use trails and separated bikeways, including the planned continuation of this abandoned railroad right-of-way through Garden Grove and its connection to downtown Santa Ana via the Santa Ana Boulevard Class IV separated bikeway and closes a gap between downtown Santa Ana and downtown



Garden Grove.

This rails-to-trails project will provide two entry points to the existing Santa Ana River Trail (SART), a regional paved bikeway and walking trail that provides access to the Pacific Ocean in Huntington Beach and Newport Beach and is part of the 66-mile OC Loop bikeway. SART also extends northerly towards the cities of Orange, Anaheim, Placentia, Yorba Linda, and has connections into Riverside County at the easterly county line.

This project has the opportunity to extend the reach of the network through enhanced options for first/last mile travel, as all OCTA buses have bike racks, and racks on buses are transitioning to accommodate three bicycles on each rack.

Furthermore, the project provides direct access to OCTA's OC Streetcar system (open in 2022), partially funded with TIRCP funds, which continues eastward into Santa Ana where it will connect with regional Metrolink and Amtrak service at the Santa Ana Regional Transportation Center. The project itself provides direct access to four OCTA bus routes and its proximity to OC Streetcar stops will provide connections with 14 more. The provision of a robust active transportation corridor will enhance transit travel for Orange County residents and visitors.

Other transformation projects in the vicinity include the City of Westminster's recent securing of \$2.3 million in Urban Greening funding to construct the Mendez Historic Freedom Trail and Monument along Hoover Street. The project will provide a Class IV bikeway and educational trail teaching youth about the historic school desegregation Mendez case.

Additionally, the City of Santa Ana was recently awarded Affordable Housing and Sustainable Communities (AHSC) funds to create a transit-oriented, multi-purpose, 93 affordable apartment homes adjacent to a future OC Streetcar. The project includes other infrastructure improvements such as new bicycle lanes, installation of high visibility crossings, a new traffic circle, and new curb ramps, creating a safe route to school for families in the neighborhood.

The convergence of all these projects is achieved through the development of this proposed active transportation project, truly transforming how travel occurs in disadvantaged communities currently lacking strong separation from car traffic.

Attached to this section are maps showing how the project provides access to key land uses, clusters of population and employment, and fixed route transit, schools, parks, and other civic uses. Additionally, a map is provided showing the traffic volumes on nearby roadways.

Part B- Q6 Transformative Maps.pdf



Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule



Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

This project is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$0 Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$0 Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$8,571 Designate the Funding Type: Local agency funds

Construction Phase Project Delivery Costs:

Leveraging Funding: \$0 Designate the Funding Type: _____

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0 Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$42,397

Leveraging Funding: \$8,571

% of Total Project 20.22 %

Total Points received for "leveraging funding": (Auto-calculated) |

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Leverage Justification Attachment

Part B - Q8 ROW Purchase Justification.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
 (Max of 100 Words)

Words Remaining: 0

ROW: Orange County Transit District, predecessor agency to OCTA, acquired the 3.1-mile former Pacific Electric portion from Southern Pacific Transportation Company for \$8,571,000 in Article 19 State funds and local funds.

The remaining 0.85-miles along the flood control channel will require an easement from Orange County Flood.



ATP CYCLE 5 APPLICATION FORM

LAPG 22-U (REV 08/2020)

v3.10

12-Orange County Transportation Authority (OCTA)-1
Garden Grove - Santa Ana Rails-to-Trails Gap Closure

Construction: OCTA will implement Project Approval and Environmental Documentation (PA&ED) with these ATP funds and assist Cities of Garden Grove and Santa Ana with future phases including securing of funds. Potential funding sources include future Active Transportation Program cycles, Congestion Mitigation and Air Quality Improvement Grant (CMAQ), and Bicycle Corridor Improvement Program (BCIP).



Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0-5 POINTS)

- For project "Plan" types, this section is not required. -

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Part B - Q9 Email response from CCC.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

Part B - Q9 Email response from CALCC.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
 - the CCC the CALCC the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations.

Application Signature Page (Required for all applications)	Attachment A
A - Signature-page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
B - Engineers Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
Part A2 - Project Location Maps - 2 maps.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
D - Districts 1-2 Feasibility Plans Existing and Proposed.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
E - Existing Photographs.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
F - Engineers Estimate.pdf	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
I - Letters of Support.pdf	
Exhibit 22-F State Funding	Attachment J
J - Part A6 - 22F-State Funding Request - Signed.pdf	
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K
K - Businesses and Employee Count within 1 Mile of Project.pdf	