



Transportation Committee

January 30, 2014

Active Transportation Program State Guidelines

Issue: The California Transportation Commission has released draft guidelines for a competitive statewide program to encourage increased use of active modes of transportation, such as biking and walking.

Recommendation: None, this item is for information and discussion only.

Discussion: Pursuant to the passage of Senate Bill (SB) 99, the California Transportation Commission (CTC) is developing guidelines for the Active Transportation Program (ATP). The ATP combines many federal and state funding streams previously used for bicycle, pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. The purpose of the ATP is to accomplish the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §2009);
- Enhance public health, including reduction of childhood obesity, through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The CTC conducted outreach through public workgroup meetings, specific subgroups to discuss particular elements of the guidelines, and public hearings from October 2013 through January 2014. The statewide guidelines are expected to be approved by the CTC on March 20, launching a two-month long call for projects beginning on March 21 with applications due May 21. A fund estimate for the ATP approximates \$179,550,000 will be available through a statewide competitive funding program, and \$9,600,000 will be distributed competitively throughout the six-county SACOG region. The Metropolitan Planning Organization (MPO) competition will initiate in late spring with applications due summer 2014.

As an MPO responsible for distributing a proportion of ATP funds, SACOG will have the option to customize the state guidelines and scoring criteria to best meet regional needs. Any modifications to the state guidelines and scoring criteria by MPOs are subject to CTC approval or rejection. The attachment shows the scoring criteria excerpted from the draft state ATP guidelines, which staff is using to initiate conversations with stakeholders and RTPA partners. A discussion draft of SACOG MPO guidelines will be presented at the March Transportation Committee meeting with a draft version presented for approval in April.

Approved by:

Mike McKeever
Chief Executive Officer

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Attachment

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Draft Statewide ATP Scoring Criteria

[Excerpted from the Draft Active Transportation Program Guidelines (1/17/14) – http://www.catc.ca.gov/programs/ATP/DRAFT_ATP_Guidelines_011714.pdf]

Proposed projects will be rated and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the Active Transportation Program and requirements of the various fund sources.

- 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 to 30 points)
- 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 to 25 points)
- Public participation and Planning. (0 to 15 points)

Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process resulted in the identification and prioritization of the proposed project.

For projects costing \$1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan. In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects.

- Cost-effectiveness, defined as maximizing the impact of the funds provided. (0 to 10 points)

Applicants must discuss the relative costs and benefits of the range of alternatives considered and quantify the safety and mobility benefit in relationship to total project cost.

Caltrans must develop a benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level in future programming cycles.

- Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. (0 to 10 points)
- Benefit to disadvantaged communities. (0 to 10 points)
- Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. (0 to -5 points)

The California Conservation Corps can be contacted at ccc.ca.gov. Community conservation corps can be contacted at californialocalconservationcorps.org.

Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be included in the project application as supporting documentation.

- Applicant's performance on past grants. This may include project delivery, project benefits (anticipated v. actual), and use of the California Conservation Corps or qualified community conservation corps (planned v. actual). Applications from agencies with documented poor performance records on past grants may be excluded from competing or may be penalized in scoring. (0 to -10 points)