

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.11
Information

From: WILL KEMPTON
Executive Director

Subject: **2015 ACTIVE TRANSPORTATION PROGRAM UPDATE**

ISSUE:

The Active Transportation Program (ATP) was created in 2013 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, the state Bicycle Transportation Account, and the state and federal Safe Routes to Schools programs, into a single program.

The Commission adopted guidelines at its March 26, 2015 meeting for the purposes of developing, adopting, and managing the 2015 ATP. The 2015 ATP is funded with \$360 million for fiscal years 2016-17, 2017-18, and 2018-19. The deadline to apply for the 2015 cycle was June 1, 2015. The Commission received 617 project applications requesting over \$1 billion in ATP funds. Over 75% of the funds requested are to benefit disadvantaged communities and over 38% of funds requested are for Safe Routes to School Projects. The funding requests are spread fairly evenly over the three years of available funds.

Applications are first evaluated for the statewide and small urban/rural competitive components of the ATP by a multidisciplinary group of 89 volunteers paired into 44 teams and one alternate. Staff intends to release program recommendations by September 15, 2015, for adoption by the Commission at the October 20-21, 2015 Commission meeting.

Projects not selected for programming in the statewide competitive component will be forwarded to the MPOs for consideration in the respective large MPO run competitions. Staff expects to bring forward MPO programming recommendations at the December 9-10, 2015 Commission meeting.

BACKGROUND:

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

Projects funded by the Active Transportation Program must be selected through a competitive process and meet one or more of the following program goals:

- Increase the proportion of biking and walking trips,
- Increase safety for non-motorized users,
- Increase mobility for non-motorized users,
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding,
- Ensure disadvantaged communities fully share in program benefits (25% of program), and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

As required by Senate Bill 99, a multidisciplinary evaluation team was formed to evaluate the submitted project applications. The evaluation team consists of stakeholder volunteers with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools projects, and projects benefiting disadvantaged communities. Volunteers were teamed with a partner to create 44 evaluation teams with a north/south geographical balance. Each team was required to reach consensus on each application score by scoring criteria.

Project applications are rated and ranked on the basis of applicant responses to the below criterion:

- Potential for increased walking and bicycling,
- Potential for reducing pedestrian and bicyclist fatalities and injuries,
- Public participation and planning,
- Improved public health,
- Benefit to disadvantaged communities,
- Cost effectiveness,
- Leveraging of non-ATP funds,
- Use of California Conservation Corps or qualified community conservation corps, and
- Applicant's performance on past grants.

Upon completion of the project evaluation process, Staff will prepare a programming recommendation for the statewide (\$180 million) and rural/small urban (\$36 million) competitive components. As required by Assembly Bill 101, the programming recommendation for each program component will include no less than 25 percent of ATP funds to projects that benefit disadvantaged communities.

In accordance with the program guidelines, projects located within the large urban regions not selected in the statewide competitive component will be considered for project selection in the MPO competitive component (\$144 million).

Attachment

2015 Active Transportation Program Project Evaluation Committee

2015 Active Transportation Program Evaluators

Adams, Nancy	Meaney, Jessica
Alfsen, Wendy	Moe-Luna, Lorelle
Alvarez, Grace	Moller, Bryan Steve
Barton, Laurel	Moosavi, Darwin
Bozorginia, Maziar	Mulder, Kevin
Carlson, Gail	Mullis, Melanie
Caswell, Marc	Nguyen, Tham
Chen, Patricia	O'Leary, Debbie
Chu, Philip	Ollinger, Samantha
Chung, Celia	Patchan, Stephen
Class, Doby	Pomare, Sara
Dahler, Russ	Price, Lindell
Damon, Jeffrey	Quigley, Tamy
Dang, Tony	Rahtz Jaiswal, Anna M.
Dean, Bill	Rehman, Waqas
Deras, Gladis	Renny, Andrea
D'Onofrio, Jennifer	Rensi, Marcella
Doyle, Laura	Rindon-Whitcomb, Erika
Erdman, Cynthia	Robertson, Jesse
Espinoza, Demi	Ryan, Kenneth
Fabela, Jeanette	Sadler, Bill
Fearer, Jaime	Salazar, Maricela
Friberg, Melody	Sanford, Eve
Friis, Mark	Schofield, Jesse
Garcia, Gabe	Shimshon-Santo, Amy
Garcia, Natalie	Singh, Chanda
Gigli, Lucy	Sinkhorn, Emily
Goldsmith, Lynne	Smith, Oona
Gutierrez, Gabriel	Snyder, Ryan
Harmon, Richard	Somchai, Pontip
Haukom, Kristin	Stoltzfus, Jarrett
Helms, Charlie	Surathi, Padma
Hubbard, Leslie	Talbo, Ellen
Iwasaki, Naomi	Tentor, Judi
Kluth, Chris	Thompto, Ryan
La, My	Trinh, Cuong
Lee, Josh	Twomey, Maura
Leighton, Tamera	Ussery, John
Levine, Carol	Vance, Kendee
Louie, Pauline	Ward-Waller, Jeanie
Mancina, Nina	Williams, Keith
Mangasarian, Arsen	Wright, Molly
Martin, Kelly	Zhao, Louis
Martinez, Marty	Zohrehvand, Fred
Matsui-Drury, Judy	