

STAFF REPORT



MEETING DATE:	5/7/14
SUBJECT:	Active Transportation Program (ATP) Grant Application
AGENDA ITEM:	5-3
STAFF CONTACT:	Keith Williams, Assistant Transportation Planner

SUMMARY:

The California Transportation Commission is soliciting proposals for Active Transportation Program (ATP) project grants. ATP projects include local cycling, pedestrian, and transit connection projects, as well as funding for ATP plans. SRTA and local agencies propose to develop ATP plans to would improve the chances of receiving ATP funding.

STAFF RECOMMENDATION:

It is recommended that the board of directors authorize an ATP grant application to develop active transportation plans in the region.

DISCUSSION:

The new ATP consolidates a number of federal and state programs that fund active transportation planning and infrastructure. Active transportation encompasses bicycle and pedestrian travel and their connections to public transportation. Approximately \$129.5 million will be made available statewide, spread out over at least two grant cycles. Grant applications are due on May 21, 2014.

To be competitive for the initial round of ATP funding, projects should be listed in a locally or regionally adopted planning document (e.g. a bicycle plan, pedestrian plan, circulation plan, etc.). In future ATP cycles, larger projects must be included in an adopted active transportation plan – one that considers bicycling, walking, and connectivity to public transportation as a coordinated program of investments and strategies. The required components of an active transportation plan are shown in the attachment.

Funding to prepare active transportation plans is a high priority during the initial round of ATP grants. It is unlikely that individual grants would be awarded to each local agency in Shasta County for active transportation plans. A coordinated active transportation planning effort would be more efficient and competitive for grant funds. SRTA will work with local agencies to submit a single application that would result in five interrelated active transportation plans (one regional plan and four local plans for Redding, Anderson, Shasta Lake, and Shasta County).

The vision for the development of the plans is laid out as follows:

Roles in the Development of the Active Transportation Plans for the Region		
SRTA	Consultant	Local Jurisdictions
Procurement, invoicing, and reporting with input from local jurisdictions	Gather background data (Data will be granular enough that each jurisdiction may pull data from the regional data pool for the development of their own plans)	Review their respective background data for accuracy
Develop regional goals, priorities, policies, and projects	Work with jurisdictions to identify and assist with the development of policies, goals, and guidelines	Finalize their respective plan and obtain council/board approval
Adopt and maintain regional ATP consistent with local ATPs	Assist SRTA with the summary of local plans and the development of regional goals, policies, etc.	Conduct any additional desired public outreach
Conduct public outreach effort for regional active transportation plan	Assist with the development of each city and county plan	
Support local agency ATP grants		

Once the four local plans have been approved by their respective councils/board, they will be wrapped into, and serve as chapters in, a regional active transportation plan for consideration by the SRTA Board of Directors. The primary purpose of the regional plan is to identify important regional projects, identify connections and gaps between jurisdictions, and include other multi-jurisdictional interests such as tribes, Caltrans, and resource agencies.

ALTERNATIVES:

The board of directors may deny the application for the funding of active transportation plans in the region. Local agencies would be responsible for funding their own plans.

OTHER AGENCY INVOLVEMENT:

The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

The FY 2014/15 OWP (Agenda Item #7) includes funding for SRTA and local agency support of the plans, but not preparation of the plans. A \$150,000 ATP grant will be requested for this purpose. \$35,000 has been budgeted to local agencies and \$15,000 to SRTA for support of active transportation plans. These funds will be offered as local match for a total project cost around \$200,000. If the grant is denied, local agencies may need to fund their own plans.



Daniel S. Little, AICP, Executive Director

Attachment:

Components of an Active Transportation Plan

Required Components of the Active Transportation Plan

Some of the following components could be covered in a joint effort, while other items may be done by each agency and then incorporated into the plan. Items to be covered in a joint effort will be determined through consultation with all participating agencies.

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area
- c) A map and description of existing and proposed land use and settlement patterns
- d) A map and description of existing and proposed bicycle transportation facilities.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes.
- h) A map and description of existing and proposed pedestrian facilities at major transit hubs.
- i) A description of proposed way-finding signage along bicycle and pedestrian networks
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities.
- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area.
- l) A description of the extent of community involvement in development of the plan
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions and is consistent with other plans.
- n) A description, prioritization, and timeline of the projects and programs proposed in the plan.
- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs.
- p) A description of steps necessary to implement the plan and the process for reporting updates to the community.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.
- r) Identification of disadvantaged communities (a grant scoring criteria).
- s) Demonstration of public involvement (a grant scoring criteria).
- t) Coordination with tribes and other public agencies (practical consideration).
- u) Incorporation into RTP and FTIP (funding requirement).