

STAFF REPORT



MEETING DATE:	12/10/13
SUBJECT:	Non-Motorized Transportation Funding Workshop
AGENDA ITEM:	10
STAFF CONTACT:	Keith Williams, Assistant Transportation Planner

STAFF RECOMMENDATION:

It is recommended that the board of directors receive a presentation from staff regarding non-motorized transportation funding.

DISCUSSION:

There are three main sources of funding exclusively for non-motorized transportation projects. A brief introduction to each funding source is provided below and further information is provided in the attached fact sheets.

Active Transportation Program (ATP) – The ATP is a new state transportation program that consolidates several different state and federal transportation programs into a single, competitive non-motorized grant program. The first cycle begins this spring and makes \$129.5 million available annually through a competitive process guided by the California Transportation Commission (CTC).

Local Transportation Fund (LTF) – The LTF is derived from sales taxes. Two percent of the fund may be used for bicycle and pedestrian projects. For fiscal year 2013-2014, \$123,679 is available for bicycle and pedestrian projects. SRTA will introduce new policies for LTF projects in April. Suggested principles of the policies are attached to this report.

Environmental Enhancement and Mitigation Program (EEM) – The EEM offers a total of \$7 million each year toward projects that reduce environmental impacts associated with transportation projects. Eligible projects include bicycle and pedestrian facilities, land acquisitions for conservation, and roadside recreation.

Projects competing for LTF and ATP funding must be included in a local or regional non-motorized transportation plan. SRTA staff is currently working on preparing a plan for the Shasta region. Staff is compiling bicycle and pedestrian projects proposed by local jurisdictions for inclusion in the plan. The regional plan should be finished by June 2014.

ALTERNATIVES:

The board of directors may delay this item or request additional information.

FINANCING:

This item is for information only and will have no fiscal effect.

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Daniel S. Little, AICP, Executive Director

Attachments: Fact Sheets: Overview of Funding Sources for Non-Motorized Projects
Active Transportation Program (ATP)
LTF Selection Criteria Principles



Fact Sheet: Overview of Funding Sources for Non-Motorized Projects

Funding Sources for Non-Motorized Projects: Local Transportation Fund (LTF), Active Transportation Program (ATP), and Environmental Enhancement and Mitigation Program (EEM)

	LTF	ATP	EEM
Source(s)	Derived from 1/4 cent of the general sales tax as provided for under the Transportation Development Act (TDA).	California's new Active Transportation Program (ATP) consolidates various federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program.	Fuel Taxes
Amount Available	Because funds are based on sales tax, revenues vary from year-to-year depending on the economy.	The ATP is appropriated \$129.5 million of federal and state funds, and they are distributed through a competitive process.	\$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations.
Local Match Required	None	None proposed	None
Designated Use	Two percent of the TDA funds will be apportioned to SRTA each year for facilities provided for the exclusive use of pedestrians and bicyclists.	• Increase the proportion of trips accomplished by biking and walking • Increase safety and mobility for non-motorized users • Advance efforts of regional agencies to implement SB 375 • Enhance public health • Ensure disadvantaged communities fully share in benefits of the program. • Provide a broad spectrum of projects to benefit many types of active transportation users.	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility.
Approving Agency	Shasta Regional Transportation Agency	California Transportation Commission	California Natural Resources Agency



Fact Sheet: Active Transportation Program

Summary

California's new Active Transportation Program (ATP) consolidates various federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program.

Program Goals:

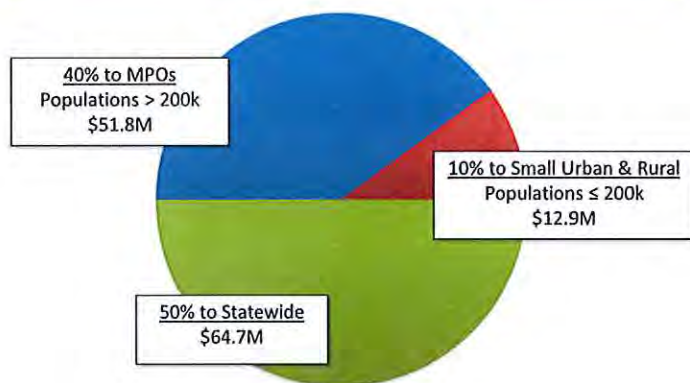
- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance efforts of regional agencies to implement SB 375
- Enhance public health
- Ensure disadvantaged communities fully share in benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.



Funding

The ATP is appropriated \$129.5 million of federal and state funds annually, and they are distributed as follows through a competitive process:

PROGRAM DISTRIBUTION



- 50% for a statewide competitive program
- 10% to small urban and rural regions with populations of 200,000 or less.
- 40% to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000.

Of the amount in the statewide competitive component, a minimum of \$24 million shall be awarded to fund Safe Routes to School projects. Within that amount, no less than \$7.2 million shall be awarded to non-infrastructure types of projects.

Guidelines & Application Process

The California Transportation Commission (CTC) has administered five workshops across the state to gather input for the development of the application process and program guidelines. Preliminary guidelines for the ATP were recently distributed. SRTA staff will review the guidelines and provide the CTC with feedback. The final guidelines will be developed by March 26, 2014.

LTF Selection Criteria Principles

Article 3 - Bicycle and Pedestrian

Considerations

Required

- The project must conform to the regional transportation plan and be included in a jurisdiction's adopted non-motorized plan (21CCR 6651)
- The project must conform to the general design criteria of the Streets and Highway Codes (PUC Sec. 99401)
- The project must meet ADA standards
- The project must be supported by a resolution from a jurisdiction's governing body or be part of a non-motorized plan that has been approved within the last five years
- The project is not already approved for funding through another source

Enhanced Considerations

- The project contains matching funds or in-kind contributions
- The project's ability to increase retail and recreational economic activity
- The project cost/size is such that it would not compete in state and federal grant programs
- The project is in or connects to a regional activity center or strategic growth area
- The project connects to or is part of a regional or multi-jurisdictional corridor
- The project directly connects to a transit hub, bicycle facility, or pedestrian facility
- The project completes a connection in an existing network
- The readiness of the project
- The ability of the project to leverage funds from other programs
- Safety improvements resulting from project