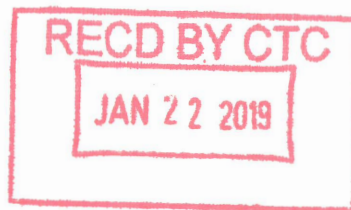




City of Avenal

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January 18, 2019

California Transportation Commission  
1120 N Street MS 52  
Sacramento, CA 95814

**RE: Active Transportation Program (Cycle 4) Staff Recommendations for Awards**

Dear Commissioners,

On behalf of the Avenal City Council and the residents of Avenal, please accept this letter for your consideration with regard to the 2019 Active Transportation Program (Cycle 4) Staff Recommendations. The City of Avenal respectfully challenges the CTC Staff's recommendations, specifically pertaining to the Small Urban and Rural Component (SUR), on the basis of a technical scoring error as explained below.

The City of Avenal submitted two project applications: 1) **6-AVENAL-1**: Avenal SRTS SR269 Improvement Project (\$537,000), and 2) **6-AVENAL-2**: Avenal Safe Routes to School and Bicycle Improvement Project (\$1.725m), which each scored 84 and 69, respectively. **6-AVENAL-1** contained an apparent technical error in the scoring which more than likely would have placed it among the awarded projects in the SUR.

The Small Infrastructure Scoring Rubric (attached as Exhibit A), against which 6-AVENAL-1 was evaluated, includes **Question #1: Disadvantaged Communities**. This question is broken down into five parts, each with their own maximum amount of attainable points:

- A) Map of Project Boundaries, Access and Destination **(0 points)**
  - B) Identification of Disadvantaged Community **(0 points)**
  - C) Direct Benefit **(0-4 Points)**
  - D) Project Location **(0-2 Points)**
  - E) Severity **(0-4 Points)**
- Total: 10 maximum points**

According to the Score Sheet for 6-AVENAL-1 (attached as "Exhibit B"), it received a **total of 6 points** for Question 1. The score sheet provided by CTC Staff does not indicate how those points are broken down but based on the information in the application and the rubric guidelines, it *should have* received the maximum points for Parts D - Project Location (2 points) and E-Severity (4 points). Our project is located fully (100%) within a DAC and >90% of students receive free or reduced lunches, as indicated in the application.



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Based on the assumption that we received full points for parts D and E, which we cannot confirm with the information provided by CTC Staff, we can deduce that the application received **0 points** for Part C (Direct Benefit). The scoring guidelines for Part C provided in the Rubric are as follows:

Points	Applicant's ability to demonstrate the project will result in a direct benefit to the Disadvantaged Community.
4 Points	The application <b>clearly and convincingly</b> : <ul style="list-style-type: none"><li>Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network and/or meets an important disadvantaged community need.</li></ul>
3 Points	The application <b>convincingly</b> : <ul style="list-style-type: none"><li>Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.</li></ul>
2 Points	The application <b>somewhat</b> : <ul style="list-style-type: none"><li>Explains how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.</li></ul>
1 Point	The application <b>minimally</b> : <ul style="list-style-type: none"><li>Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.</li></ul>
0 Points	Evaluators can award a score of zero if they believe the application does not adequately make a convincing argument that the project will directly benefit a disadvantaged community.

As is apparent from the table above, the score appears to indicate that our application failed to “adequately make a convincing argument that the project will directly benefit a disadvantaged community”, which presumably resulted in 0 points. However, our application scored highly in every other question, including:

**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 nonmotorized users. **Total: 48** of 53 points

**Question 3:** Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. **Total: 22** of 25 points



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**Question 4:** Public Participation and Planning. **Total: 6** of 10 points

**Question 5: Scope and Plan Consistency.** **Total: 2** of 2 points

The scores in all of the other questions clearly indicate that the application was successful in establishing a clear need in the disadvantaged community of Avenal and proposing a feasible and effective solution that would benefit the community in alignment with the goals of the ATP. It is thus puzzling that a score of "0" was given for Part C of Question 1, which if our assumption is correct, is inconsistent with the scoring of the rest of the application and **leads us to conclude that there was a technical error in the scoring for this section.**

It should also be noted that our decision to challenge CTC Staff's recommendations was further reinforced by the fact that the awards for the Small Urban and Rural Component (SUR) were extremely skewed to specific geographical areas of the state, with 60% of the Small Urban & Rural Component recommended to be awarded to applicants from only two counties, totaling 48% of the total funding for this component. No San Joaquin Valley communities were awarded in the SUR, though clearly not due to lack of merit.

With the above information in mind, we respectfully request that the Commission take the appropriate course of action, including rejecting Staff's Recommendations for the Small Urban and Rural Component, and ensure that the scoring of our application 6-Avenal-1 is correct, fair, and consistent with the guidelines and spirit of the Program, and that the awards are subsequently distributed accordingly.

Sincerely,

Dagoberto Ovalle, Mayor  
City of Avenal

Attachments: Exhibit A: Small Infrastructure Scoring Rubric  
Exhibit B: Score Sheet for 6-AVENAL-1  
Exhibit C: 2019 ATP – Small Urban and Rural Component, Staff Recommendations

CC: Susan Bransen, Executive Director, California Transportation Commission  
Laurie Waters, Associate Deputy Director, California Transportation Commission  
Melissa Hurtado, CA State Senate, 14<sup>th</sup> District  
Rudy Salas, CA State Assembly, 32<sup>nd</sup> District



## **2019 Active Transportation Program Small Infrastructure Scoring Rubric**

The California Transportation Commission (CTC) has prepared these Scoring Rubrics in coordination with Caltrans to provide additional guidance on the evaluation process. This document is principally intended as a guide for the evaluators when scoring the 2019 ATP applications. Applicants may also find this a useful resource when developing applications. This document, however, is not intended as the definitive formula for how applications will be scored. Evaluators may take other factors into consideration when scoring applications, such as the overall application quality, project context and project deliverability.

Note: For combined projects the term “project” refers to both the infrastructure and non-infrastructure elements.

### **Index:**

QUESTION #1:	Disadvantaged Communities	Page 2
QUESTION #2:	Potential to Increase Users	Page 5
QUESTION #3:	Potential to Reduce Collisions	Page 10
QUESTION #4:	Public Participation & Planning	Page 16
QUESTION #5:	Scope & Plan Consistency	Page 18



# 2019 Active Transportation Program Small Infrastructure Scoring Rubric

## **QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)**

*This project does not qualify as a Disadvantaged Community.*

*If this project does not qualify as a Disadvantaged Community, applicant will skip the question and move onto question 2.*

### **Special Instructions & Expectations for Evaluators:**

If the applicant checked the box for "This project does not qualify as a Disadvantaged Community" the evaluator will not evaluate sub-questions C, D and E. The score for Question #1 will be zero "0" if the box is checked.

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

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

#### ***B. Identification of Disadvantaged Community: (0 points)***

*Select one of the following 4 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.*
- *Other*

#### ***C. Direct Benefit: (0 - 4 points)***

*Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.*

### **Special Instructions & Expectations for Evaluators:**

Sub-questions A & B do not receive any points.

- If the applicant does not check the box "This project does not qualify as a Disadvantaged Community" they are required to provide the required project map(s) and provide the DAC information as required in both A & B.
- The evaluator should verify that the required information in both A & B is provided and complete. If the evaluator determines the information is incomplete, inconsistent, or has been manipulated to maximize the DAC criteria they should note this in their evaluation comments and score Question 1 accordingly.

When evaluating sub-question C the evaluator should consider:

- Does the project provide reasonable improvements to close missing gaps; increase needed routes or connections (such as access to and/or community safety for disadvantaged community residents to parks, greenways, open space, health care centers, transit stops, and other community assets) or address the poor conditions of an existing route?
- If developing a new route/connection, will the project result in a convenient and logical route that residents will want to use because it offers improved access to destinations the community commonly utilizes.
- Will the project address the lack of or need for active transportation planning? And/or does the project address the community concerns about the lack of pedestrian or bicycle safety education in their community?

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

- Will the project address an identified “need” that was identified by the local community and is it supported by backup documentation/attachments?

Points	Applicant's ability to demonstrate the project will result in a direct benefit to the Disadvantaged Community.
4 Points	The application <b><u>clearly and convincingly</u></b> : <ul style="list-style-type: none"> <li>• Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network and/or meets an important disadvantaged community need.</li> </ul>
3 Points	The application <b><u>convincingly</u></b> : <ul style="list-style-type: none"> <li>• Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.</li> </ul>
2 Points	The application <b><u>somewhat</u></b> : <ul style="list-style-type: none"> <li>• Explains how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.</li> </ul>
1 Point	The application <b><u>minimally</u></b> : <ul style="list-style-type: none"> <li>• Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.</li> </ul>
0 Points	Evaluators can award a score of zero if they believe the application does not adequately make a convincing argument that the project will directly benefit a disadvantaged community.

### D. Project Location: (0 - 2 points)

*Is your project located within a disadvantaged community?*

### **Special Instructions & Expectations for Evaluators:**

Evaluators should review the project location maps that are required with the application to determine the accuracy of the applicant's response to the project location question.

- If the applicant failed to provide project location maps that clearly define and show all of the proposed projects locations, and the corresponding census tract/block/place data that verifies the DAC community location status, the evaluator should not give full points for this sub-question and should use their best judgment to choose the least score they feel best represents the information given.

Points	Applicant's ability to demonstrate the project is located within a DAC.
2 Points	Project location(s) are/is <b><u>fully</u></b> (100%) located within a DAC.
1 Point	Project location(s) are/is <b><u>partially</u></b> (less than 100%) within a DAC.
0 Points	None of the project location(s) are/is within a DAC.

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

### E. Severity: (0-4 points)

Points	Median Household Income (MHI) Criteria – MHI = \$51,026	
0 points	Greater than 80% of the MHI	greater than \$51,025.59
1 Point	75% through <80% of MHI	\$47,836.50 through \$51,025.59
2 Points	70% through <75% of MHI	\$44,646.49 through \$47,835.99
3 Points	65% through <70% of MHI	\$41,458.30 through \$44,646.48
4 Points	< 65% of MHI	less than \$41,458.30
Points	CalEnviroScreen Criteria	
0 points	Above 25% most disadvantaged	less than 39.34
1 Point	20% through 25% most disadvantaged	39.34 through 42.86
2 Points	15% through < 20% most disadvantaged	42.87 through 46.63
3 Points	10% through < 15% most disadvantaged	46.64 through 51.18
4 Points	< 10% most disadvantaged	51.19 through 94.09
Points	Free or Reduced Lunches	
0 points	Less than 75% of students receive free or reduced lunches	
1 Point	≥ 75% through 80% of students receive free or reduced lunches	
2 Points	> 80% through 85% of students receive free or reduced lunches	
3 Points	> 85% through 90% of students receive free or reduced lunches	
4 Points	> 90% of students receive free or reduced lunches	



## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

Points	Other DAC Criterion
Use MHI Criteria Severity Scoring Above	If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income.
CTC Will Score	If the applicant used a Regional Definition, <b>please do not score this Severity section.</b> CTC staff will give the application the appropriate severity score.
4 Points	Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

**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 NONMOTORIZED USERS.**  
**(0-53 POINTS)**

**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? (0-26 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: discuss the need for an encouragement, education, and/or enforcement program.

**Breakdown of points:**

- **"Need"** must be considered in the context of the **"Potential** for increased walking and bicycling"
- **"Need"** must be considered in the context of one or more of the following:
  - Connectivity to key destinations
  - Mobility to access everyday destinations and services
  - Local public health concerns
- To receive the maximum points, applicants must demonstrate all of the above aspects of "need".

**Special Instructions & Expectations for Evaluators:**

The following checks and analysis must be done by the evaluator prior to awarding points:

- Review the data provided for reasonableness from the proposed project.
  - The evaluator should consult the attached photos, Google Maps, and any other information available to make an informed decision.
  - A project does not need to have, or create large numbers in order to cause great change to a community's active transportation increases, and this can be reflected in the scores given to a project.
- Evaluate the level to which the applicant demonstrated the need for improvements in the project area.

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

- Did the applicant identify specific local public health concerns, health disparity, and/or conditions in the built and social environment affecting the project community that can be addressed by increasing walking and biking, including:
  - ❖ Thorough and nuanced discussion of existing health condition(s) amongst targeted users AND
  - ❖ Responses should be more sophisticated than simply stating, "Walking and biking is good for health because it increases physical activity." AND
  - ❖ The physical or social conditions (known as the social determinants of health) in the target community that contribute to the current health conditions (beyond other elements already addressed in the application including bike/ped infrastructure gaps and barriers, collision rates, etc.) AND
  - ❖ Description and supporting data of the social determinants of health including, but not limited to, access to safe places to recreate, access to essential destinations (like childcare and work), tree canopy, and social cohesion AND
- Provides local public health data demonstrating the above public health concern or health disparity, including:
  - ❖ Inclusion of health data at the smallest geography available (i.e., census tract or possibly county level if census tract is not available) AND
  - ❖ Health status of targeted users given as percentages or rates using relevant and local health indicators AND stated as ranks or comparisons to non-targeted user data (e.g., the community has a higher/lesser obesity rate compared to both the state and other rural communities of similar size) AND
  - ❖ Citation of sources used for all health status information given.

Points	Applicant's ability to demonstrate a specific active transportation need.
19-24 Points	<p>The application <b><u>clearly and convincingly demonstrates "need" in the project area,</u></b> and documents <u>all</u> of the following:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• local health concerns,</li> <li><b><u>AND if applicable</u></b></li> <li>• For NI components- education, encouragement and/or enforcement</li> </ul>
13-18 Points	<p>The application <b><u>convincingly demonstrates "need" in the project area,</u></b> and documents: (at least 2 of the following)</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• local health concerns,</li> <li><b><u>AND if applicable</u></b></li> <li>• For NI components- education, encouragement and/or enforcement</li> </ul>
7-12 Points	<p>The application <b><u>somewhat demonstrates "need" in the project area,</u></b> and documents: (at least 1 of the following)</p> <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• local health concerns</li> <li><b><u>AND if applicable</u></b></li> <li>• For NI components- education, encouragement and/or enforcement</li> </ul>



## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

1-6 Points	The application <b><u>minimally demonstrates “need” in the project area</u></b> , and documents: (partially 1 or more of the following) <ul style="list-style-type: none"> <li>• the lack of connectivity,</li> <li>• the lack of mobility for non-motorized users,</li> <li>• local health concerns</li> </ul> <b><u>AND if applicable</u></b> <ul style="list-style-type: none"> <li>• For NI components- education, encouragement and/or enforcement</li> </ul>
0 Points	The application <b><u>does not demonstrate “need” in the project area</u></b>

**PLUS:**

Points	Applicant's ability to demonstrate the active transportation needs of STUDENTS.
2 Points	The application demonstrates the active transportation needs of students
0 Points	The application <b>does not</b> demonstrate the active transportation needs of students

**B. Describe how the proposed project will address the active transportation need: (0-27 points)**

**1. Proposed project addresses:**

- Close a gap?
- Creation of new routes?
- Removal of barrier to mobility?
- Other Improvements to existing routes?

**2. Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.**

**3. Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate.**

**4. Referencing this map, 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.**

- For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.

**Breakdown of points:**

- “Need” must be considered in the context of the “Potential for increased walking and bicycling”
- “Will address” must be considered in the context of one or more of the following “needs”:
  - the lack of connectivity,
  - the lack of mobility for non-motorized users,
  - local health concerns

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

To receive the maximum points, applicants must demonstrate all of the above aspects of “need”. The amount of points an applicant/project receives on this sub-questions is **not impacted by the number of categories documented** for addressing the active transportation need.

- Applications only documenting one category has the potential of receiving full points as long as it can fully meet the scoring criteria. It is up to the applicant to demonstrate that additional categories are not appropriate for the project to better or more fully address the need.
- Applications documenting numerous categories should not automatically receive additional points. It is up to the applicant to demonstrate that the project scope connected to each category is relevant to the non-motorized users’ needs in the project limits.

### **Special Instructions & Expectations for Evaluators:**

A “very important destination”, includes those that offer access to goods, services and activities that society considers particularly important i.e. a hospital, a grocery store, a transit station, or an employment center (where the community can reasonably expect to find employment). The applicant may be able to make a case for other very important destinations, with adequate documentation.

**The following checks and analysis must be done by the evaluator prior to awarding points:**

- Evaluate if the proposed improvements are the best solution to address the need described in sub-question A.
- Evaluate if the destinations shown in the application are reasonably accessible by non-motorized users.
- Determine if an increase in active transportation modes can be realized by the project.
- Determine if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities
  - was involved in aspects of the application such as supporting public engagement, developing project scope, supporting data and statistics to highlight the public health need, etc. AND
  - will continue to be engaged in the implementation of the project/program
- Evaluators should award fewer points if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities was just contacted for data or information, but not involved in a meaningful way in project development otherwise, or if the applicant did not contact the local public health department.

Points	Applicant’s ability to make a case that the project will address need for active transportation.
20-26 Points	<p>The application <b><u>clearly and convincingly demonstrates</u></b> that the <b><u>project will best result in meaningful increases</u></b> in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by:</p> <ul style="list-style-type: none"> <li>• creating or improving links or connections,</li> <li>• encouraging use of routes to very important destinations and community identified destinations.</li> </ul>
13-19 Points	<p>The application <b><u>convincingly demonstrates</u></b> that the <b><u>project will likely result in meaningful increases</u></b> in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by:</p> <ul style="list-style-type: none"> <li>• creating or improving links or connections,</li> <li>• encouraging use of routes to very important destinations and community identified destinations.</li> </ul>

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

7-12 Points	<p>The application <b><u>somewhat demonstrates</u></b> that the <b><u>project will likely result in minor meaningful increases</u></b> in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by: (at least 1 of the following)</p> <ul style="list-style-type: none"> <li>• creating or improving links or connections,</li> <li>• encouraging use of routes to very important destinations and community identified destinations.</li> </ul>
1-6 Points	<p>The application <b><u>minimally demonstrates</u></b> that the <b><u>project may result in some minor increases</u></b> in the number (and/or percentage for rural/small communities) of walking and bicycling users by: (partially 1 or more of the following)</p> <ul style="list-style-type: none"> <li>• creating or improving links or connections,</li> <li>• encouraging use of routes to very important destinations and community identified destinations.</li> </ul>
0 Points	The application did not demonstrate the project would address the need.

**PLUS:**

Points	Applicant's ability to make a case that the proposal that will increase the number of active transportation trips accomplished by STUDENTS.
1 Point	The project will increase the proportion of active transportation trips accomplished by students
0 Points	The project <b>will not</b> increase the proportion of active transportation trips accomplished by students



## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

### **QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 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. (0-12 points)**

**8 points:** Based on applicant's ability to make a compelling case that the history of crash data (or Safety Data for projects without documented crash data) within project location represents one of the agency's top priorities for addressing ongoing safety and demonstrates the need for safety improvements.

#### **Breakdown of points:**

The amount of points an applicant/project receives on this sub-question is based on the evaluators review of the following output files from the new UC Berkeley SafeTREC TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents).

- **The "County/City Heat Map" and the "Community Heat Map" of the area surrounding the project limits:** Points are based on the maps demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, suggesting that the project limits represent one of their highest safety needs.
- **Project Area Collision Map:** Points are based on the map demonstrating that the past collision locations are within the "**Influence area**" of the proposed safety improvements. Evaluators should consider the overall project limits AND the limits of the specific improvements/scope of the project.
- **Collision Summaries and collision lists/reports:** Points are based on summaries, lists and reports demonstrating the overall number of collisions and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
  - ❖ Note: For applications that do not have the collision data OR that prefer to provide safety data in a different format are allowed to do so. If an application chooses not to provide the above output documents, then the evaluator must scrutinize why they did not provide these documents/data and then do their best to make an approximation/comparison of the data provided to the generally-expected output data.

#### **Special Instructions & Expectations for Evaluators:**

Applicants are **required** to respond to question 1 or 2, and have the **option** to respond to **both**.

Sub-questions 1 and/or 2 and 3 do not receive any points. The evaluator should verify that the required information in 1 and/or 2 and 3 is provided and complete. If the evaluator determines the information is incomplete, inconsistent, or has been manipulated they should note this in their evaluation comments and score sub-question 4 accordingly.

The following "Minimum Requirements" must be met for the application to receive any of these points:

- Applicant must provide the output files from the new TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents)
- The output files provided by the Applicant must meet the following parameters:

## **2019 Active Transportation Program Small Infrastructure Scoring Rubric**

- The project's "Influence area", as defined by the applicant and shown in the output documents, must be consistent with the project maps/plans attached to the application AND must be reasonable per the "Influence area" guidance below.
  - Evaluators should consider additional point reductions for this question if the applicant included crash data that does not reasonably tie to the influence area of the proposed "safety" improvements.
- The collisions represent the most recent 5-11 years of available crash data. (Note: SWITRS and TIMS crash data is typically 1.5 to 2.5 years old before it is loaded into the crash database).
- If the applicant does not use the TIMS ATP tool and instead uses their own collision database data/software, then the following additional checks and analysis must be done by the evaluators prior to awarding points:
  - Crashes are from official crash reports. The full crash reports do not have to be included, but their report number and agency must be identifiable.
  - Only pedestrian and bicycle crashes are included. All crashes that do not include a non-motorized user as one of the primary victims must be excluded.
  - The number of crashes entered into the table is directly supported by both the map and the listing.
- The data entered in the application-table is accurate and reflects the documentation the applicant provides abiding to the above requirements.

A project's expected safety "Influence Area" (i.e. Where a project has the potential to mitigate) must be reasonable. The project's "Influence area" is established by the applicant and in the TIMS ATP Tool is depicted by the "Project Area Collision Map". The following are some general criteria to guide applicants and evaluators in determining appropriate "influence-area" and/or overall project area for their proposed safety improvements/countermeasures (These criteria are defined in the Caltrans Highway Safety Improvement Program application Instructions). Prior to scoring the Safety Question, the evaluator should assess and try to confirm that the applicant's "project area" (or Influence Area) shown in their maps is reasonable with respect to the following criteria:

- New Traffic Signals: crashes within 250 feet of the new signal.
- For intersection or mid-block crossing improvements, collisions that occurred within 250 feet of the intersection/mid-block crossing in all directions affected by the improvement may be used.
- Longitudinal Improvements (bike lanes, sidewalks, road diets, etc.): crashes potentially effected by and within the limits of the improvement.
- If the improvements represent a new route and there is no past crash and safety data available within the limits of the proposed improvements, the applicant should consider the potential for the project to eliminate or reduce existing conflict points on parallel routes. The crash data from parallel routes can be included where the new facility/route can be reasonably expected to reduce the likelihood of past crashes from reoccurring. The overall applicant data provided in the Narrative Questions and various attachments must support the use of parallel crash data.

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

Points	Applicant's ability to demonstrate the project location represents <u>one of the agency's top priorities for addressing ongoing safety.</u>
6-8 Points	<p>The application <b><u>clearly and convincingly shows:</u></b></p> <ul style="list-style-type: none"> <li>○ <u>Collision Heat-maps</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history,</li> <li>○ <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the <b><i>"Influence area"</i></b> of the proposed safety improvements.</li> <li>○ <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.</li> </ul>
3-5 Points	<p>The application <b><u>somewhat shows:</u></b></p> <ul style="list-style-type: none"> <li>○ <u>Collision Heat-map</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history,</li> <li>○ <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the <b><i>"Influence area"</i></b> of the proposed safety improvements.</li> <li>○ <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.</li> </ul>
1-2 Points	<p>The application <b><u>minimally shows:</u></b></p> <ul style="list-style-type: none"> <li>○ <u>Collision Heat-map</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history,</li> <li>○ <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the <b><i>"Influence area"</i></b> of the proposed safety improvements.</li> <li>○ <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.</li> </ul>
0 Points	<p>Evaluators can award a score of zero if they believe the application does not provide verifiable data and does not provide data-driven documentation to demonstrate that the propose project represents one of the jurisdiction/community's highest safety needs AND does not demonstrate that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.</p>

***4 points: Based on applicant's ability to make a compelling case that they have analyzed their past Crash Data (or Safety Data for projects without documented crash data) and can demonstrate that the proposed safety improvements correspond to the types and locations of the past collisions.***

### **Special Instructions & Expectations for Evaluators:**

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to verify that the applicant demonstrated that the past crash/safety data is within the expected influence area of the proposed project.
- Evaluators are to verify that the applicant demonstrated that they analyzed the past crash/safety data to identify the specific crash-type trends which will likely occur in the future if no action is taken.
- Evaluators are to verify that the applicant demonstrated there are significant safety threats to pedestrians and/or bicycles which can be mitigated by ATP eligible improvements.



## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

Points	Applicant's ability to demonstrate that they have <u>analyzed their past Crash/Safety Data and the proposed safety improvements correspond to the types and locations of the past collisions.</u>
4 Points	<p>The application <u>clearly and convincingly shows:</u></p> <ul style="list-style-type: none"> <li>• how the past crash/safety data is within the expected influence area of the proposed project,</li> <li>• that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u></li> <li>• there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
3 Points	<p>The application <u>convincingly shows:</u></p> <ul style="list-style-type: none"> <li>• how the past crash/safety data is within the expected influence area of the proposed project,</li> <li>• that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u></li> <li>• there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
2 Points	<p>The application <u>somewhat shows:</u></p> <ul style="list-style-type: none"> <li>• how the past crash/safety data is within the expected influence area of the proposed project,</li> <li>• that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u></li> <li>• there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
1 Point	<p>The application <u>minimally shows:</u></p> <ul style="list-style-type: none"> <li>• how the past crash/safety data is within the expected influence area of the proposed project,</li> <li>• that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u></li> <li>• there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
0 Points	Evaluators can award a score of zero if they believe that the application does not adequately prove the safety need of the proposed project.

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

### B. Safety Countermeasures (13 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.*

#### **Breakdown of points:**

- The amount of points an applicant/project receives on this sub-questions is not impacted by the number of "Potential safety hazards" and "Countermeasures" documented in the application.
  - Applications only documenting one "Potential safety hazard" / "Countermeasure" has the potential of receiving full points as long as it can fully meet the scoring criteria and demonstrate that implementing only one countermeasure is appropriate to fully address the existing hazards.
  - Applications documenting numerous "Potential safety hazards" / "Countermeasures" should not automatically receive additional points. It is up to the applicant to demonstrate that each safety hazard is relevant to the non-motorized users in the project limits and that each countermeasure being funded by the project is necessary to mitigate the potential for future crashes.
  - Projects that appear to include elements/costs with little safety benefits should not receive as many points as projects with highly effective & efficient use of limited funding.

#### **Special Instructions & Expectations for Evaluators:**

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to evaluate the level to which the applicant demonstrated the need for the safety improvements being proposed in the project.
- Evaluators are to evaluate the level to which the applicant demonstrated that they analyzed the past crash/safety data trends and appropriately selected safety countermeasure(s) with proven track record(s) for addressing the past trends.
- Evaluators are to evaluate the level to which the applicant demonstrated each proposed safety countermeasure(s) is appropriately included in the project to mitigate the potential for future non-motorized crashes in the area of the project.

Points	<b>Applicant's ability to demonstrate the project will remedy (one or more) potential safety hazards with the project limits.</b>
10-13 Points	<p><b>The applicant clearly and convincingly demonstrates that:</b></p> <ul style="list-style-type: none"> <li>• there is an <b>urgent need</b> for the countermeasure(s) proposed – based on past crash/safety data trends,</li> <li>• the proposed countermeasure(s) have a <b>proven track record</b> for addressing the past crash/safety data trends,</li> <li><b>AND</b></li> <li>• the proposed application of the countermeasure(s) should <b>fully mitigate</b> the potential for future non-motorized crashes in the area of the project.</li> </ul>

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

7-9 Points	<p><b>The applicant convincingly demonstrates</b> that:</p> <ul style="list-style-type: none"> <li>there is a <b>significant need</b> for the countermeasure(s) proposed – based on past crash/safety data trends,</li> <li>the proposed countermeasure(s) have a <b>proven track record</b> for addressing the past crash/safety data trends,</li> </ul> <p><b><u>AND</u></b></p> <ul style="list-style-type: none"> <li>the proposed application of the countermeasure(s) should <b>significantly (but not fully) mitigate</b> the potential for future non-motorized crashes in the area of the project.</li> </ul>
4-6 Points	<p><b>The applicant somewhat demonstrates</b> that:</p> <ul style="list-style-type: none"> <li>there is a <b>moderate need</b> for the countermeasure(s) proposed – based on past crash/safety data trends,</li> <li>the proposed countermeasure(s) have a <b>track record</b> for addressing the past crash/safety data trends,</li> </ul> <p><b><u>AND</u></b></p> <ul style="list-style-type: none"> <li>the proposed application of the countermeasure(s) should <b>somewhat mitigate</b> the potential for future non-motorized crashes in the area of the project.</li> </ul>
1-3 Points	<p><b>The applicant minimally demonstrates</b> that:</p> <ul style="list-style-type: none"> <li>there <b>could be a need</b> for the countermeasure(s) proposed – based on past crash/safety data trends,</li> <li>the proposed countermeasure(s) have a <b>track record</b> for addressing the past crash/safety data trends,</li> </ul> <p><b><u>AND</u></b></p> <ul style="list-style-type: none"> <li>the proposed application of the countermeasure(s) should <b>somewhat mitigate</b> the potential for future non-motorized crashes in the area of the project.</li> </ul>
0 Points	<p>Evaluators can award a score of zero if they believe that the application does not adequately prove the safety need of the proposed project.</p>

## **2019 Active Transportation Program Small Infrastructure Scoring Rubric**

### **QUESTION #4: PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)**

*Describe the community based public participation process that has and will continue to define the proposed project.*

- A. *Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?*

#### **General Guidance on stakeholders and their involvement in a project:**

- Public stakeholders can include, but are not limited to, residents, targeted end users, and community leaders, elected officials, advocacy organizations, local businesses, and members of vulnerable or underserved populations (i.e. elderly, youth, physically and/or mentally disabled, members from disadvantaged communities).
- Governmental stakeholders can include other departments, agencies, jurisdictions, etc. impacted by the proposed project that are NOT the applicant (these can include, but are not limited to law enforcement, transportation, local health department, schools/school districts, emergency services, metropolitan planning organization, etc.)
- Meetings and/or events and how many were held to engage stakeholders is key to Public Participation. These can include, but are not limited to:
  - The type of meetings or events: open houses, community charrettes, city council meetings, planning commission meetings, etc.
  - How the meetings or events were noticed: local newspaper, county website, on the radio, at school parents group meetings, etc.
  - How the meetings or events were documented: Meeting sign-in sheets, meeting notes, letters of support, etc.
  - Where the meetings or events took place: school, community center, city council hall, etc.
  - The accessibility of the meetings or events: accessible by public transportation, translational services provided, and time of day the meetings or events were held, etc.
  - The stakeholders' involvement in the decision-making body: technical advisory committee, citizens' advisory committee, etc.

#### **Special Instructions & Expectations for Evaluators:**

The following checks and analysis must be done by the evaluator prior to awarding points. Evaluators are to:

- Consider whether or not the applicant appropriately used their agency's active transportation technical planning to develop and refine the project scope.
- Consider the level to which the technical planning considered both existing and future needs of the project users and transportation system.
- Consider the level to which the planning process was effectively integrated into the public participation process.
- Give consideration to any attachments the agency provided in connection with this sub-question, including but not limited to: any applicable public outreach process/proposal/plan, links to websites, meeting agenda, meeting sign-in sheet, meeting minutes, public service announcements, letters of support, new alternatives or major revisions that were identified, etc.
  - Consider the level to which the letters of support emphasize that the project represents the top or one of the top active transportation priorities for the community, targeted end users, or public stakeholders.

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

- Consider the extent that the public participation and planning process was utilized to identify and improve the effectiveness of the project and ensure the project is one of the highest community/regional active transportation priorities.
  - Additional consideration can be given for outreach which has been ongoing for a longer duration.
- Consider the magnitude of the proposed project when considering the extent to which the project represents one of the highest community/regional active transportation priorities.

Points	Applicant's ability to demonstrate the public participation process will be utilized as part of the development of a plan.
8-10 Points	<b>The applicant clearly and convincingly demonstrates that:</b> The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) <u>and</u> the planning process considered the existing and future needs of the project users and transportation system <u>and</u> the planning process was effectively integrated into the public participation process.
5-7 Points	<b>The applicant demonstrates that:</b> The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) <u>and</u> the planning process considered the existing and future needs of the project users and transportation system <u>and</u> the planning process was effectively integrated into the public participation process.
3-4 Points	<b>The applicant somewhat demonstrates that:</b> The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) <u>and/or</u> the planning process considered the existing and future needs of the project users and transportation system <u>and/or</u> the planning process was somewhat integrated into the public participation process.
1-2 Points	<b>The applicant minimally demonstrates that:</b> The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) <u>and/or</u> the planning process considered the existing and future needs of the project users and transportation system <u>and/or</u> the planning process was minimally integrated into the public participation process.
0 Points	Evaluators can award a score of zero if they believe that the application does not adequately prove the project scope is a result of technical planning.

## 2019 Active Transportation Program Small Infrastructure Scoring Rubric

### **QUESTION #5: SCOPE AND PLAN CONSISTANCY (0-2 POINTS)**

**A. The application, scope and plans are consistent with one another: (2 points max)**

- **The scope and plans are consistent with one another including (2 points):**
  - ☐ *Improvement location(s)*
  - ☐ *Improvement element(s)*
- **Either the scope and plans are not consistent with one another including (0 points):**
  - ☐ *Improvement location(s)*
  - ☐ *Improvement element(s)*

### **Special Instructions & Expectations for Evaluators:**

The following checks and analysis must be done by the evaluator prior to awarding points:

- Give consideration to all of the information contained in the application; but extra attention should be given to the written scope/project description and the plans/maps included in the application.
- Do the plans/maps show the complete project as described in the application?

1-2 Points	All elements are consistent
0 Points	Not all elements are consistent

For I/NI combination projects:

- Check the applicants 22-R Work Plan for 3 components:
  1. Completeness: a 22-R that includes a complete clear and organized work plan with in-depth detail that outlines the various tasks and costs of the program
  2. Consistency: a 22-R that is fully consistent and reflects the applicants responses throughout the application
  3. Compliance: the 22-R that complies with the eligibility and costs requirements provided in the ATP Non-Infrastructure Program Guidance

1 Point	Applicant submitted a 22-R Work Plan that is complete, consistent and compliant
0 Points	Applicant did not submit a 22-R Work Plan that is complete, consistent and compliant



# ATP 2019

## Consensus Score Sheet

**County:** Kings County  
**Application ID:** 6-Avenal-1  
**Project Name:** Avenal SRTS SR269 Improvement Project  
**Project Applicant:** City of Avenal  
**Evaluator Team Number:** 43  
**Date:** October 5, 2018

CONSENSUS SCORE
84

### Breakdown:

QUESTION	TEAM SCORE	NOTES
Q1	6	
Q2	48	
Q3	22	
Q4	6	
Q5	2	
Q6		
Q7		
<b>Total Score</b>	<b>84</b>	

### OVERALL COMMENTS:

**2019 Active Transportation Program - Small Urban and Rural Component**  
**Staff Recommendations**  
**(\$1,000's)**

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
5-Santa Barbara County-1	Santa Barbara	Modoc Road Multimodal Path Gap Closure	\$6,990	\$5,351	388	621		4,342	388	543	78	4,342		Infrastructure - M	X	X	89
5-Santa Barbara-1	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$4,756	412		596	3,748	412	551	45	3,748		Infrastructure - M	X	X	89
5-Transp Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment	\$12,397	\$10,379		1,198	9,181				1,198	9,181		Infrastructure - L	X	X	89
3-Chico-1	Butte	Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	\$15,464	\$12,356	2,252			10,104			2,252	10,104		Infrastructure - L	X		89
1-Willits-1	Mendocino	City of Willits Rail with Trail Project	\$6,362	\$6,362	350		400	5,612	350	400		5,423	189	Infrastructure + NI - M	X		87
2-Corning-2	Tehama	Olive View School Connectivity Project	\$1,123	\$1,118	30	150	80	858	30	150	80	858		Infrastructure + NI - S	X	X	86
5-UC Santa Cruz-1	Santa Cruz	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education	\$1,499	\$799	799					65		369	365	Infrastructure + NI - S	X		86
5-Santa Barbara-4	Santa Barbara	Lower Eastside Community Connectivity Active Transportation Plan	\$344	\$344	344								344	Plan	X	X	86
2-Corning-1	Tehama	West Street School Connectivity Project	\$1,309	\$1,304	30	185	80	1,009	30	185	80	1,009		Infrastructure + NI - S	X	X	86
5-Goleta-1	Santa Barbara	San Jose Multi-Purpose Path	\$20,179	\$987		987				987				Infrastructure - L	X	X	85
			\$71,628	\$43,756	\$4,605	\$3,141	\$10,337	\$25,673									
* Prior to programming Caltrans will contact applicant for project clarifications.																	
+ Recommended programming funding year(s) differs from proposed for deliverability purposes.																	
\$ This project requested \$17,959,000, however only \$987,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.																	
CON: Construction Phase																	
DAC: Benefit to Disadvantaged Communities																	
NI: Non-Infrastructure																	
PA&ED: Environmental Phase																	
Plan: Active Transportation Plan																	
PS&E: Plans, Specifications & Estimate Phase																	
RW: Right-of-Way Phase																	
SRTS: Safe Routes to School																	
S: Small																	
M: Medium																	
L: Large																	



**Central Coast Coalition**  
*Moving California's Economy*

January 23, 2019

Ms. Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Dear Ms. Bransen & Members of the California Transportation Commission:

The Central Coast Coalition supports the California Transportation Commission (CTC) staff recommendations for Cycle 4 the Active Transportation Program. We highly value the Active Transportation Program as a valuable asset to increase safety and mobility of non-motorized users. Projects recommended for funding from the Active Transportation Program will help increase walking and bicycling and improve safety on the Central Coast. There are also transformative projects recommended for funding that will help close gaps on the California Coastal Trail. We greatly appreciate the Commission's support in helping fund these critical projects.

The projects recommended for ATP funding from the Central Coast include:

Sponsor Agency by Region	Project Title
<b>Monterey County</b>	
Transportation Agency for Monterey County	Fort Ord Regional Trail & Greenway: Highway 218 Segment  Every Child: Community-Supported SRTS
<b>Santa Barbara County</b>	
City of Goleta  City of Santa Barbara	San Jose Multi-Purpose Path  Downtown De La Vina Street Safe Crosswalks and Buffered Bike Lanes

County of Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements Lower East Side Community Connectivity Active Transportation Plan  Modoc Road Multimodal Path Gap Closure
<b>Santa Cruz County</b>	
Santa Cruz County Regional Transportation Commission	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education

The Central Coast Coalition understands the Active Transportation Program is an extremely competitive program with limited funding available for local jurisdictions. Therefore, several very high priority projects were not funded this cycle. Moving forward, the Coalition would like the Commission to consider that projects of statewide significance such as coastal access receive due attention.

The Central Coast Coalition agencies are excited to apply for projects under the Cycle 5 call for projects. Once again, we support the CTC staff recommendations for Cycle 4 and urge the Commission to consider funding for the priority projects listed above. Thank you for accepting our support for the Cycle 4 Active Transportation staff recommendations.

If you have any questions, please contact SBCAG Director of Programming, Sarkes Khachek, at (805) 961-8913.

Sincerely,



Marjie Kirn, Executive Director  
Santa Barbara Association of Governments



Pete Rodgers, Executive Director  
San Luis Obispo Council of Governments



Debra L. Hale, Executive Director  
Transportation Agency for Monterey County  
Commission



Guy Preston, Executive Director  
Santa Cruz Co. Regional Transportation



Mary Gilbert, Executive Director  
San Benito Council of Governments



Maura Twomey, Executive Director  
Association of Monterey Bay Area Governments

cc: Mr. Brian Annis, Secretary, California State Transportation Agency  
Ms. Laurie Berman, Director, California Department of Transportation  
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission  
Mr. Robert Nelson, Deputy Director, California Transportation Commission  
Ms. Laurie Waters, Associate Deputy Director, California Transportation Commission  
Ms. Anja Aulenbacher, Assistant Deputy Director, California Transportation Commission  
Ms. Meghan Pedroncelli, Staff Service Analyst, California Transportation Commission



January 24, 2019

Ms. Laurie Waters  
ATP Program Manager  
California Transportation Commission  
1120 N Street  
Sacramento CA 95814

RE: City of Chico's SR 99 Bikeway Project

Ms. Waters:

Please accept this letter as confirmation of support for the City of Chico's SR 99 Bikeway Project being considered for Active Transportation Program funding. The Mechoopda Indian Tribe of the Chico Rancheria has nearby Tribal housing located in a disadvantaged community as defined by Senate Bill 535 along 20<sup>th</sup> Street west of State Route 99. The bike crossing bridge would allow for our tribal members and the rest of the residents in the disadvantaged community to safely cross one of Chico's busiest major streets. This bridge is essential to allow for residents, especially kids to safely cross to access goods and services including Butte Community College.

As part of the application process, we provided a letter of support for the City of Chico. However, since the application was prepared, the recent Camp Fire displaced thousands of families into Chico. Increased traffic congestion and accidents throughout the urbanized area of Chico has risen drastically. We are in need of a safer bicycle, and pedestrian infrastructure and the proposed project represents a significant gap closure.

We look forward to meeting you in person when you come to Chico for a Town Hall meeting in April.

Thank you,

Sandra M. Knight  
Vice Chairwoman



# CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896  
[www.montereypark.ca.gov](http://www.montereypark.ca.gov)



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**City Council**  
Peter Chan  
Mitchell Ing  
Stephen Lam  
Hans Liang  
Teresa Real Sebastian

**City Clerk**  
Vincent D. Chang

**City Treasurer**  
Joseph Leon

January 25, 2019

California Transportation Commission  
1120 N Street MS 52  
Sacramento, CA 95814  
Attn: Laurie Waters

RE: ATP Funding for Monterey Park and LA County

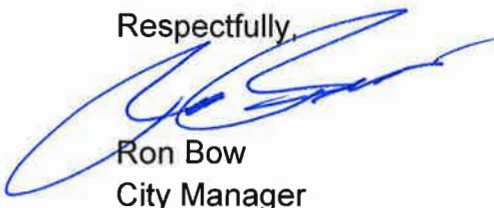
Dear Ms. Waters:

On behalf of the City of Monterey Park, we would like to thank you, the California Transportation Commission (CTC), and the project evaluators for their time in reviewing the many applications received and expanding the recommendations list and for their consideration and recommendation of our project for ATP Funding.

The Monterey Park School and Crosswalk Safety Enhancement Project will enhance conditions at approximately 17 intersections throughout the City, adjacent to schools and city parks, where there are a high number of pedestrians and school aged children crossing and walking. The locations receiving improvements provide direct links to seven (7) public schools, with 5,550 plus enrolled students, many of whom walk to school. This project will increase the overall safety and mobility of non-motorized users, enhance public health, and improve access for pedestrian crossings in the community.

We sincerely appreciate the CTC's recommendation of our project in the City of Monterey Park and for their consideration of other projects in LA County. The City looks forward to working together to implement this project.

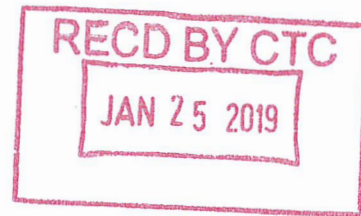
Respectfully,



Ron Bow  
City Manager

January 20, 2019

Ms. Laurie Waters  
ATP Program Manager  
California Transportation Commission  
1120 N St. # 2231  
Sacramento CA 95814



Dear Ms. Waters:

I am writing to bring your attention again to a proposal for \$12.9 million bike and pedestrian bridge that has been submitted to ATP by the city of Chico CA. I have contacted Nima Kabirinissab, but have not heard back after the last letter I sent him in early December.

The proposal, in my view, represents an astonishing waste of money. The bridge is planned for the southeast corner of Chico, where very few people ride bikes now or are likely to in the foreseeable future, and will not be far from an existing safe street crossing the occasional cyclists use now. The bridge's exceptional cost arises because it will be above the street (East 20<sup>th</sup> St.) near on and off ramps for Chico's one freeway (CA99), over 5 lanes of traffic. The intersection is one of the city's busiest, carrying traffic between CA99 and both the Chico Mall (north side of East 20<sup>th</sup> St.) and Target (south side). The existing bike crossing is at the next intersection to the east (East 20<sup>th</sup> St. and Forest Ave.), where traffic is far lighter and both bike lanes and a safe street crossing have existed for years.

The proposed bridge is intended as the south end of the city's "Bikeway 99", dating back about 20 years. The city's bike maps show the existing route along Forest Ave. described above as the Bikeway, with the new route essentially relocating the Bikeway to follow the original concept. Until ATP funding became a possibility, no Chico maps or documents placed a bridge at the CA 99 / East 20<sup>th</sup> St. Intersection. None would now, if our city of 90,000 was expected to pay for it. A price tag of \$12.9 million plus \$2.6 million in local funds translates to nearly \$175 per resident, with \$150 of that being the state share. How is a bridge that will replace a safe and I think better located street crossing worth that expense?

To be fair, Chico is a bike city. The reason for that is Chico State University, with about 15,000 students, located just to the northwest of downtown Chico. It gives the city many cyclists, and the amenity of challenging bike paths in Upper Bidwell Park northeast of the downtown certainly helps. Bikeway 99, unfortunately, is not a significant part of that. At its north and south ends it has few riders and no reason for there to be more. The hopes for the Bikeway read far better than the reality.

The planning process leading to the bridge proposal also left out its most import part. The critical study (the *20<sup>th</sup> Street Pedestrian / Bicycle Overcrossing Feasibility Study*, Dec. 2017) that preceded the proposal managed to omit any estimates of current or prospective ridership. I am a retired demographer (Assoc. Professor, University of Texas School of Public Health 1981-2005): numbers are not something we overlook. How the *Feasibility Study* fell short on that is a puzzle. Their focus groups did manage to endorse a \$13 million bridge over a less appealing \$7 million alternative, but seem to have been flying blind on the question of the number of users the bridge would actually see.

On that score I can suggest about zero pedestrians, since there are few in that part of Chico, and they are likely to prefer the existing street crossings to a somewhat out of the way bridge with a 20 or 25' climb by stairs or ramp to be over the street. As to cyclists, I spent 2 hours (7:30-9:30 a.m. on a summer workday) at the Forest Ave. crossing on East 20<sup>th</sup> St., and

counted 15 bikes. That is not a healthy number for a morning rush hour, even if all 15 of them were to make an extra effort to use the bridge. Because I am in the area often, my count did not greatly surprise me. I had expected a few more, but not numbers that would justify multimillion dollar costs. Chico is 90 minutes from Sacramento, so my assessment is something you can easily check.

I have not seen the Bikeway proposal itself, and don't know if the city has managed to incorporate credible estimates for pedestrians and cyclists, or if it has acknowledged my other concerns. To do that and have a viable proposal would require some finesse. We are dealing with very small numbers, and with a bike route that was poorly thought out from its beginnings.

I hope that you will see that the proposal is analyzed carefully. Toward that end, I am attaching copies of one of the analyses I sent to Nima Kabirinassab, Regional Liaison, and Amarjeet Benipal, District Director, and am providing the url for the *Feasibility Study*. The document speaks directly to the review criteria for ATF funding as given in the *Study*, several of which (remember, I'm a demographer) cannot be scored on missing or unsupported numbers, and one of which (Benefits to disadvantaged communities) is fully met by the *existing* bike route along Forest Avenue. I also attach copies of two letters I sent to the Chico Enterprise Record when the city was considering whether to support the bridge proposal.

You may contact me if anything I have written requires clarification. I received an appropriate and cautious reply from Mr. Benipal after my first letter back in June, but at this point don't know if the reviewers for the city's proposal have or will have access to my assessment, or whether they will see its significance. I trust my own credentials, but not everyone's, and am deeply concerned about seeing the ATP succeed. In Chico we seem to be on the wrong path. And as a Chico resident capable enough and concerned enough to offer a critical and hopefully balanced perspective, it bothers me that I don't even know if what I have written is being read.

Thank you.



David P. Smith  
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Chico CA 95973  
[therealdavesmith@gmail.com](mailto:therealdavesmith@gmail.com)

Attachments:

Two letters to Chico Enterprise Record  
My notes to Nima Kabirinassab Dec. 6, 2018  
The *Feasibility Study* url is:  
[http://www.chico.ca.us/capital\\_project\\_services/documents/Bikeway99Ph5FinalFSR.pdf](http://www.chico.ca.us/capital_project_services/documents/Bikeway99Ph5FinalFSR.pdf)

cc Ms. Laurie Berman  
Director, California Department of Transportation  
1120 N Street, Sacramento CA 95814  
cc Mr. Amarjeet Benipal, District 3 Director  
cc Mr. Nima Kabirinassab, Regional Liaison



D Smith Jan 20 2019

Two letters sent to Chico ER, published Apr. 11 and July 5 of last year.  
David P Smith 1-20-2019 (Titles supplied by Chico ER)

## Letter: \$15.5 million bike bridge a waste of taxpayer money

By [Chico Enterprise-Record](#) | [news@chicoer.com](mailto:news@chicoer.com) |  
April 11, 2018 at 6:55 pm

If the City Council decides to push forward this month with plans for our (mostly state money) \$15.5 million bike bridge over East 20th Street, I hope the E-R will offer a friendly editorial. Maybe addressing the \$2.6 million the city will be spending as its share. Good thing we keep the occasional pile of money on hand for stuff like this. I mean, we can't get the upper Bidwell Park road reopened even though it's our park and it will be dirt cheap to do it, and we can't seem to get a handle on the massive pension deficit we are facing, but a decorative bike bridge in a part of Chico where few of us ride bikes is a winner.

It's all a little strange, starting with the whole area already has bike lanes and safe street crossings. Those are why, apart from its astronomical price tag, we wouldn't need the bridge even if we could find riders for it somewhere.

That part might trouble the state. Its \$12.9 million chunk of the cost is intended for making biking safer and work commutes easier. This bit of whimsy flunks on both counts. For Chico to even be in the running, the proposal will need to be highly creative. You know, forgetting to note the low actual ridership there, fulsome enthusiasm for the splendid future it heralds, that sort of thing. Creative.

Council needs to be smarter than that with our money. And our state's.

— *David P. Smith, Chico*

## Letter: No stats provided on how many will use bike bridge

By [Chico Enterprise-Record](#) | [news@chicoer.com](mailto:news@chicoer.com) |  
July 5, 2018 at 10:04 pm

If the City Council decides to push forward with plans for a \$15 ½ million bike bridge over East 20th Street, I hope E-R will offer a friendly editorial. Maybe addressing the \$2.6 million the city will spend as its share, with more trails and maybe a Skyway bridge still ahead. Good thing we keep the occasional pile of money on hand for stuff like this. I mean, we can't get the upper Bidwell Park road reopened even though it's our park and it will be dirt cheap to do it, and we're barely addressing the large pension deficit we face, but a decorative bike bridge in a part of Chico where few of us ride bikes is a winner.

It's a bit strange, starting with Chico's 2017 Overcrossing Feasibility Study that omits any statistics on current bike traffic in the East 20th Street area and any estimates of the number of bikes likely to use the bridge once it opens. I'm a demographer, and I do kind of understand. It's hard to project future numbers when the baseline is about zero.

That part might trouble the state though. Its \$12.9 million chunk of the cost is intended for making biking safer, and work commutes easier. How does that play out with no numbers on riders?

Council should scrap the proposal and make Bikeway 99 an Eaton to the Mall bike route. It's enough. We can reconsider the bridge when we find \$15 ½ million worth of bike riders to use it.

— *David P. Smith, Chico*

D Smith Jan 20 2019

**PDF accompanying letter to Nima.Kabirinassab Dec. 6, 2018**

Mr. Nima Kabirinassab  
District 3  
703 B Street,  
Marysville CA 95901

Dear Mr. Kabirinassab:

I learned last week that Chico sent in its bike and pedestrian bridge proposal ahead of the July deadline. I assume that means the proposal is now under review.

Let me ask again: will the persons reviewing the proposal be given access to my earlier comments to you?

For the record, I am a retired demographer (University of Texas School of Public Health, 1981-2005), I believe my comments are both honest and accurate, and every point I have made about the bridge project is within your ability to check out.

Here again is my earlier review and Bikeway Maps:

**First: Almost no pedestrians will likely use the bridge. They do not belong in the proposal.**

The bridge is for bikes, not pedestrians, and will need to be at least 25 ft. above street level. For pedestrians that will mean stairs or ramps. In addition, the bridge location near Hwy 99 puts it a fair distance from the two street level crossings at the Mall that pedestrians use now, the main one at the Mall / Target entrance and at the other at the east end of the Mall on Forest Avenue. Both crossings are seen clearly on the second map, along with the original plan for the Bikeway crossing as a street-level crossing at the Mall entrance. There is no reason pedestrians would care to cross at the west end of the Mall and Hwy 99 even if it was at street level and not something like 25 feet up. It's a slog, and in no way convenient for them. I have noted before that I rarely see more than an occasional pedestrian in this area, which makes their inclusion in the proposal doubly puzzling. If you have it, what pedestrian numbers does the proposal show?

**Second: Where are the bikes?**

The *Feasibility Study* doesn't give numbers for bike use in the Mall area, but I can. In July, on a workday, I counted 15 bikes crossing East 20<sup>th</sup> on Forest between 7:30 and about 9:30 a.m. That's the "Bikeway" now, and it's grim. Other parts of the day when I'm there I rarely see more than a couple of bikes in the whole Mall area. The *Feasibility Study* version is for a brighter future for biking after the bridge is built, but few demographers would buy that: the area has few people and fewer university students, the main population Chico's bike routes serve. That is unlikely to change in the years ahead.

On the second map, the Forest Crossing is immediately east of the Mall, on what is now the Bikeway. That is where I did my bike count.



**Third: The East 20<sup>th</sup> Street bike crossing we already have is safe. It is on the quieter part of East 20<sup>th</sup> Street, away from both Hwy 99 and the Mall entrance. The intersection has bike lanes, and includes pedestrian crossing signals which some cyclists also use.**

As I noted above, following the Bikeway on the 2014 Bike Map it crosses from Teichert Ponds to Springfield Drive behind Kohl's. From Springfield Drive it follows Forest Avenue to Notre Dame Blvd. and continues on Notre Dame to the Skyway. It is missing Bikeway signage, but it exists and it works. Replacing the current route with a freeway-hugging route requiring a \$13 million bridge to make the East 20<sup>th</sup> Street crossing would be odd even with substantial bike traffic. With the extraordinarily low volume of bike traffic the area has, it is frankly puzzling.

**Fourth: With low or missing numbers on riders and pedestrians, can the bridge even be scored under ATP criteria?**

The *Feasibility Study* that preceded the bridge proposal offered no baseline estimates for either cyclists or pedestrians, and whatever numbers the proposal will offer will be low. With that in mind, I present below the **ATP Goals and Scoring Criteria** and the **Response** as given in the Feasibility Study (p. 54). The **Comments** that follow are my assessment of the scores the goals should earn.

*Potential for reducing the number and/or rate or the risk of pedestrian and bicycle fatalities and injuries* (0-25 points). Response: The recommended Overcrossing Alternative 2 provides a completely separated bikeway, greatly reducing the number and rate of injuries. Comment: The Feasibility Study has no numbers for traffic injuries affecting cyclists and pedestrians in the Mall area in general, or for the existing Bikeway 99 crossing at East 20<sup>th</sup> and Forest. Without those numbers, and realistic projections of bridge usage, the score for this goal must be recorded as zero.

*Benefits to disadvantaged communities* (0-10 points). Response: Using Phase 5 and the existing bikeway network, several low-income areas in the City of Chico will be linked to the Chico Mall and other businesses in the area. Comment: The areas in question are *already* linked to the Mall and other businesses in the area by the existing Bikeway 99 route along Forest Avenue. Because these are shopping areas, they are places residents at all income levels are more likely to drive to than walk or bike to. On both counts the bridge does not introduce any new benefits and should be scored as zero.

*Public participation and planning* (0-10 points). Response: The recommendations included in this study were based in part on input from the public during three community workshops. Comment: I believe this goal was addressed competently.

*Improved public health* (0-10 points). Response: The project will sponsor active transportation, promoting public health and improving air quality. Comment: The prospects for improved public health from a \$13 million bridge that will be largely unused are near zero.

*Cost-effectiveness* (0-5 points). Response: the recommended Overcrossing Alternative 2 uses the most efficient and direct separated alignment to connect Phases 3 and 4. Comment: The Bikeway 99 route along Forest Avenue already connects Phases 3 and 4. It also already

completes Phase 5 (East 20<sup>th</sup> Street to the Skyway). The proposal is actually an alternative routing of the Bikeway, at a \$13 million price tag. Its cost-effectiveness would be about zero unless it could demonstrate major effects on bicycle and pedestrian safety. With few probable users that is not a likely outcome.

*Leveraging of non-ATP funds* (0-5 points). Response: the community outreach effort and this feasibility study were funded by local funds. Additionally, CMAQ funding is anticipated to be used for the preliminary engineering phase. Comment: I believe this goal was addressed competently.

On my personal assessment, it would be hard to make a case that the Pedestrian/Bicycle Overcrossing merits a score much above 15 points, out of 65 points possible. Chico already has a Bikeway 99 route running from Eaton Road in the north down to the Skyway, and ATP staff are I think obligated to consider its existence in assessing the need for a competing route and the reasonableness of its cost. That assessment must recognize that the bridge is proposed for a part of Chico with few pedestrians and little bike use, and not much prospect of increases in either in the foreseeable future. The reasonableness part should include that assessment, and recognize as well that no bridge was even considered for the proposed area until the prospect of state funding arose. The plan prior to that was for a street crossing at the Mall / Target entrance, as shown on the maps. If it were me, I would have kept the Bikeway on Forest. Unfortunately, in the *Feasibility Study*, which owes its existence to the opportunity for ATP money, the existing Bikeway on Forest is not even acknowledged. To me, why it needs to be relocated at all is a 13 million dollar question.

Chico has no street overcrossings for pedestrians or bicycles now, and I am not sure where one might be of some benefit. As to the Hwy 99 and East 20<sup>th</sup> Street location, all we have in the *Feasibility Study* is a \$13 million funding request, for a city with something like 90,000 people, with no pedestrian or bike numbers whatsoever to back up the supposed need for it. That amounts to about \$125 or \$150 for every man, woman and child in Chico. It is not how we would spend that amount of local money.

#### **Fifth: The Bikeway itself doesn't actually have much value for Chico.**

If you review the *Feasibility Study*, you will find it highly endorsed as a 15 or more year project to provide cyclists with a sterling north-south bikeway through Chico. A more realistic appraisal would be that the original design was badly flawed. The part above Lassen Street that hugs Hwy 99 is virtually unused. The part hugging Hwy 99 south of Hwy 32 by Teichert Ponds does modestly better, but as a link to the proposed bridge and the Bikeway continuation to the Skyway it falls dramatically short of reasonable use. The center section, running from East Avenue and Orchard Road through Lower Bidwell Park and across Hwy 32, is bike lanes along quiet side streets: 6 of them north of Bidwell Park and 2 south of it. I suspect it sees little more use than the north and south segments it connects to. The rare times I have been on it, it has been as empty of bikes as other Bikeway sections. The attached map will suggest the cobbled appearance of the Bikeway, but doesn't hint at the poor numbers of riders I believe it sees or at the clumsiness of a design that placed eventual Bikeway crossings at 1 or perhaps 2 (East 20<sup>th</sup> Street and the Skyway) of the busiest traffic areas in Chico. The other routing, along Forest Avenue, has always been a better option. It is the route cyclists use now, and has a safe street crossing on East 20<sup>th</sup> Street.

In the end what ATP is being asked to do is to donate a \$13 million bike bridge to Chico **so it can continue a little used Bikeway past a congested intersection where there is no reason for the bike path it to be**, while quietly ignoring the existence of safe alternate bike route that more than accommodates the low bike traffic this part of Chico sees now and is likely to see in the years ahead. You are being asked to buy Chico what I think is merely a pretty bauble. That is not what the taxpayers who approved ATP had in mind.

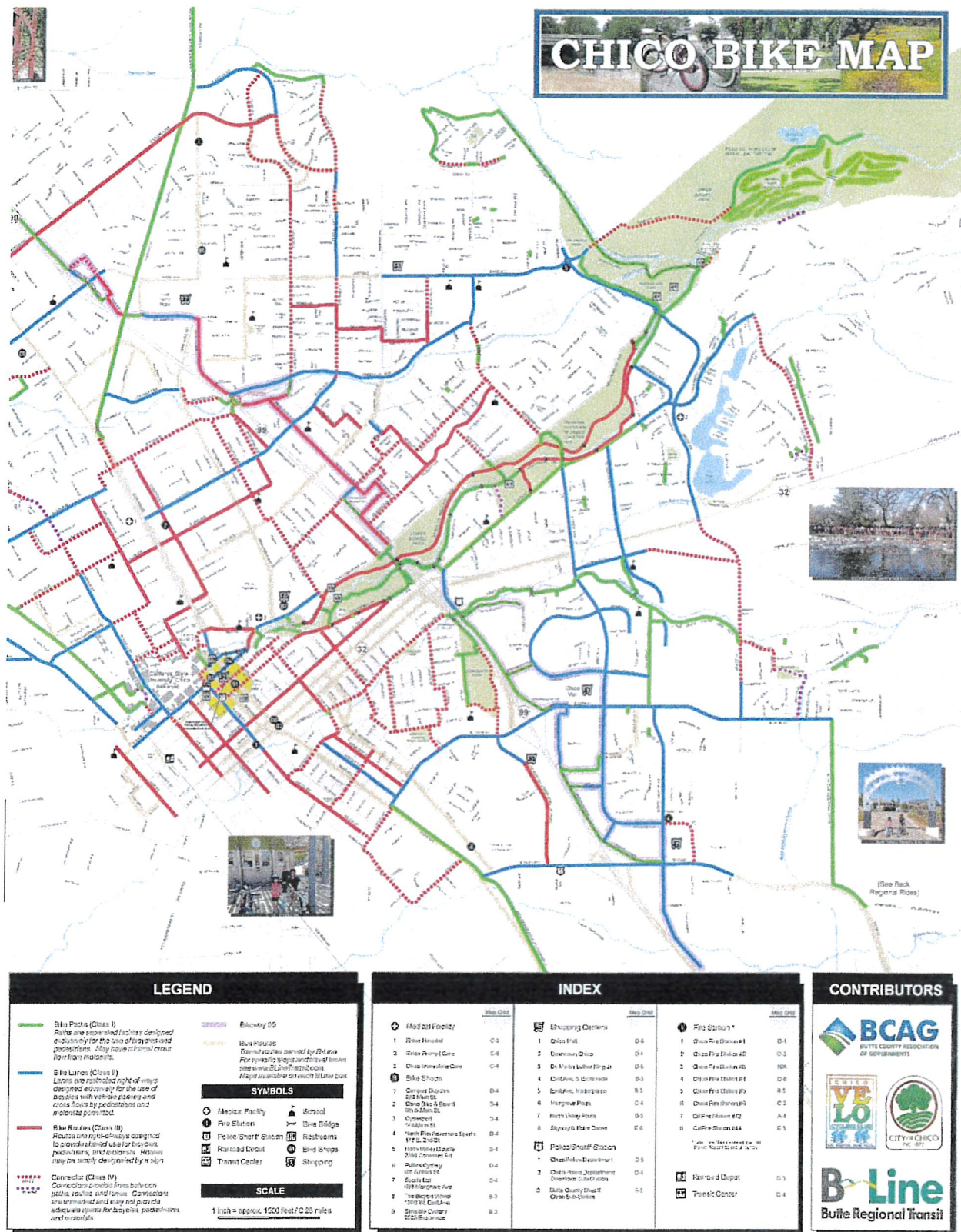
In closing, let me add that all of the information I have given here is, I think, highly relevant for the persons carrying out the review of this proposal. If it is approved, and this bauble is built, both they and you could find yourselves in a position that is more than a little awkward. It will not be enough to argue that an almost unused bike bridge with a \$13 million price tag was approved in good faith and on reasonable expectations. You have my candid and honest review of its excessive shortcomings, and I believe I have at least reasonable credentials for making the statements here. The critical issue, whether the number of cyclists and the number of pedestrians in this corner of Chico are any size at all, is one your office can easily check. It also wouldn't hurt for one of your staff to ride the length of the bikeway and consider how much more money needs to be thrown at it. This is voter-approved funding. It deserves to be spent with greater wisdom than Chico is showing.

Yours,

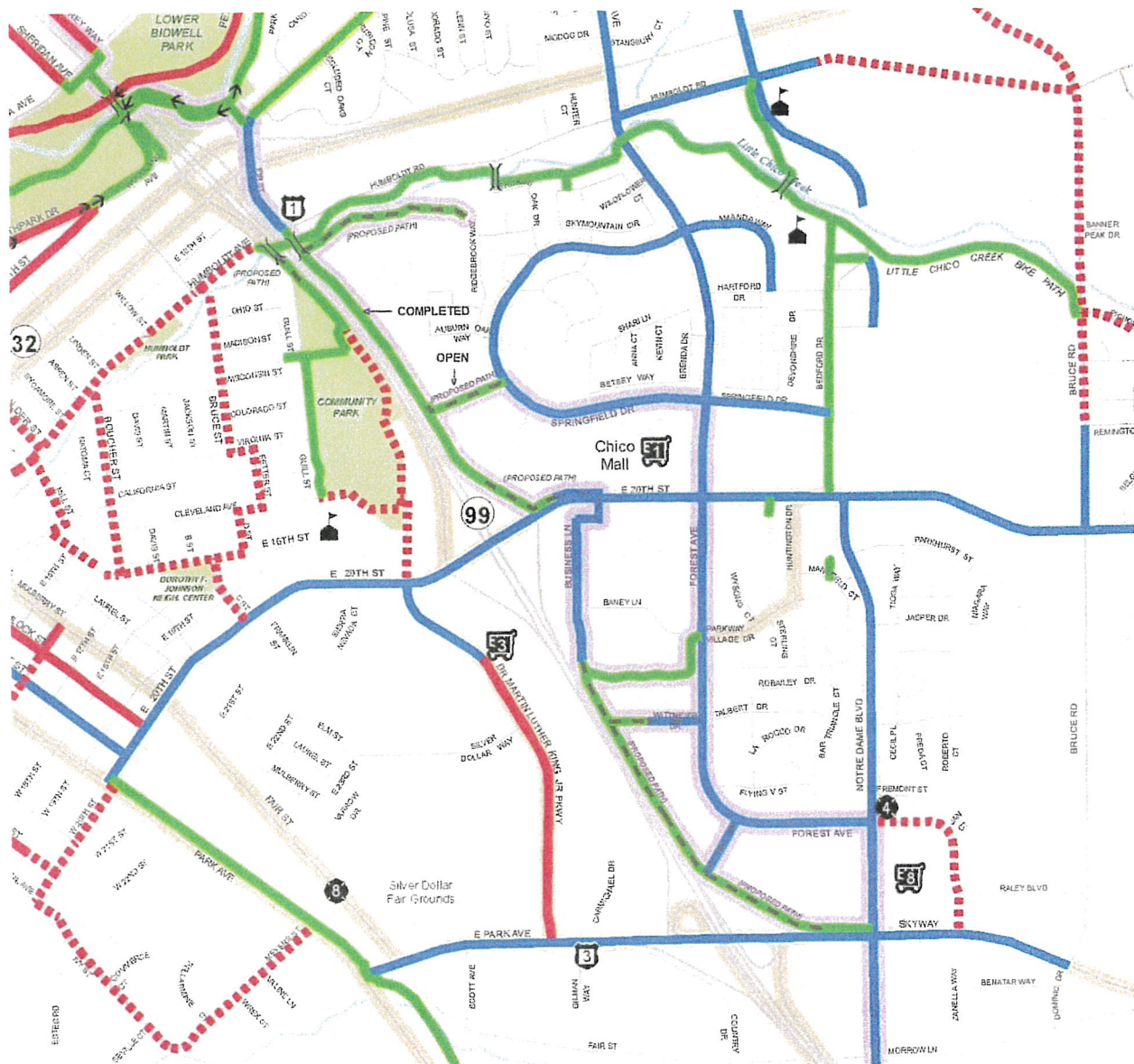
David P. Smith  
[therealdavesmith@gmail.com](mailto:therealdavesmith@gmail.com)

cc: Amarjeet S. Benipal  
District Director  
Department of Transportation, District 3  
703 B Street  
Marysville, CA 95901  
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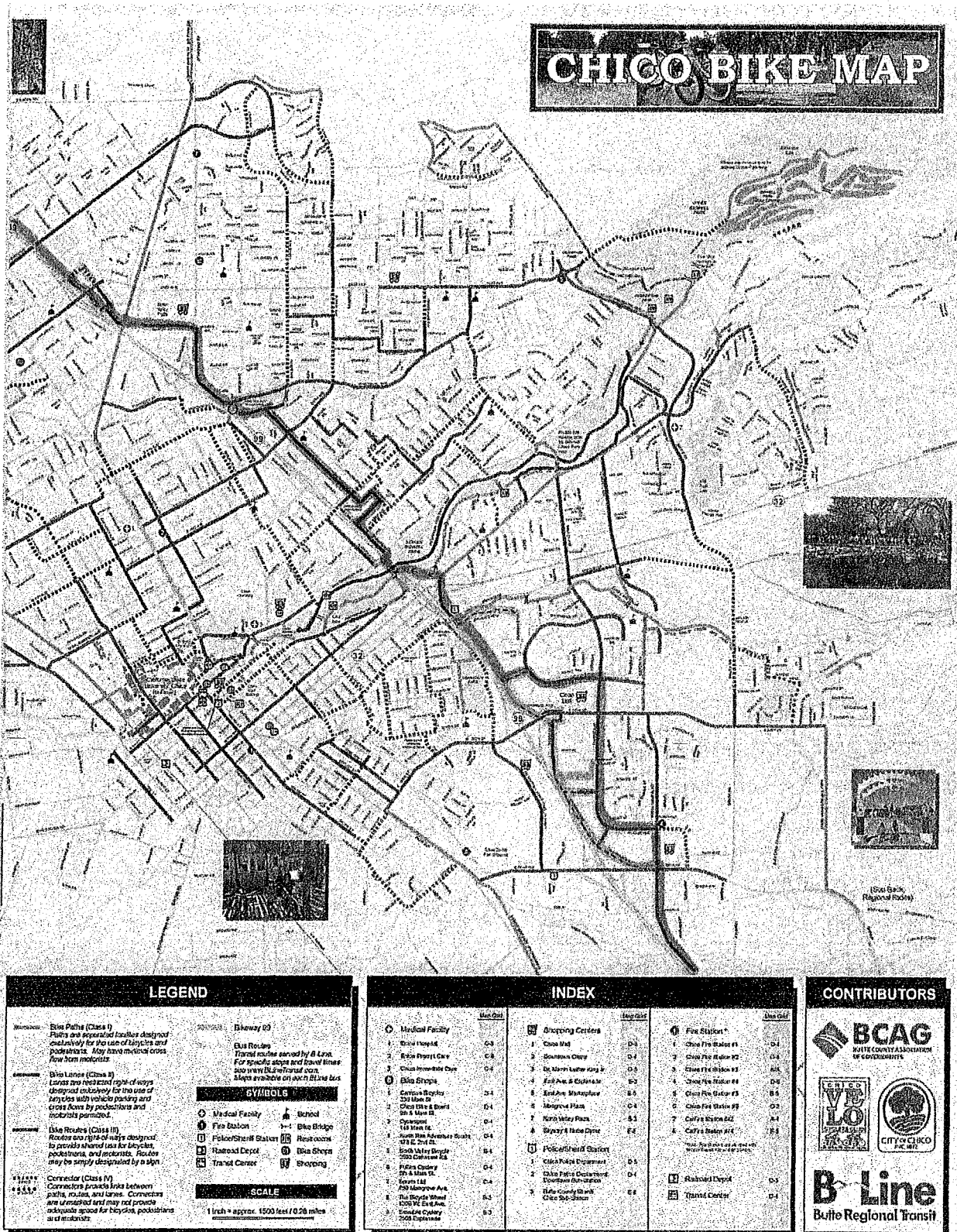


Chico 2914 Bike Map (part)



Chico 2014 Bike Map Mall area detail. The violet outline identifies the existing and proposed Bikeway routing as of 2014. The section I identify as "open" runs along the northwest side of Kohl's and is a parking lot shortcut used by cyclists. I don't believe it is part of the Bikeway as yet as it carries no bike lane markings or signage.





2014 Bike Map reproduced in grayscale with my highlighting of existing (green) and proposed (yellow) Bikeway routing as of 2018.

