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December 31, 2013

Ms. Diane Boyer-Vine
Legislative Counsel
State Capitol, Room 3021
Sacramento, CA 95814

The Honorable Mark DeSaulnier, Chair
Senate Transportation Committee
State Capitol, Room 2209
Sacramento, CA 95814

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

The Honorable Bonnie Lowenthal, Chair
Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Senator DeSaulnier, Assembly Member Lowenthal, Ms. Boyer-Vine and Messrs. Schmidt and Wilson:

I am pleased to transmit the California Department of Transportation's (Caltrans) Report on "Development of Non-motorized Transportation Facilities, Fiscal Year 2012–2013." Caltrans has prepared the report in accordance with Section 887.4 of the Streets and Highways Code.

Distribution to the California State Legislature has been made by Caltrans pursuant to California Government Code 9795. This report can be found at www.dot.ca.gov/reports.html.

Sincerely,

MALCOLM DOUGHERTY
Director

Attachment:
Development of Non-motorized Transportation Facilities, Fiscal Year 2012–13

Development of Non-motorized Transportation Facilities

Fiscal Year
2012–13

Report to the California State Legislature

Prepared Pursuant to Streets and Highways Code Section 887.4
December 2013

Edmund G. Brown, Jr.
Governor of California

Brian P. Kelly
Secretary
California Transportation Agency

Malcolm Dougherty
Director
California Department of Transportation

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Introduction

In recognition of the importance of non-motorized facilities to multi-modal transportation in California, Caltrans is required under Section 887.4 of the Streets and Highways Code to submit an annual non-motorized transportation facility report to the California Legislature (see Appendix A). The 2013 Non-motorized Transportation Facilities Report (2013 Report) to the California Legislature includes the following chapters:

- Special Events and Projects
- Non-motorized Program Activities
- Committees and Advisory Groups
- State and Federal Funding Programs for Bicycle and Pedestrian Facilities

On September 26, 2013, Governor Brown signed SB 99 creating the Active Transportation Program (ATP) in California. The ATP consolidates funds from various federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), creating a single program to promote active transportation in California. The first ATP call-for-projects will be conducted in the spring of 2014.

During the Fiscal Year (FY) 2012–13, the BTA approved 39 projects for $11.9 million. SR2S approved 148 projects for $50.1 million (two-year funding cycle- FY 2011–12 and FY 2012–13). The Environmental Enhancement and Mitigation (EEM) Fund also awarded six non-motorized facility projects totaling $2.1 million during FY 2012–13. For these three programs, Caltrans has contributed hundreds of millions of dollars to build new non-motorized facilities projects in the past decade.

To meet the ever-changing demands of the California public, Caltrans' strategic approach to transportation has become more integrated and user-friendly to all travel modes. This report highlights the various ways that Caltrans promotes bicycling and walking through both capital investments and educational efforts. Bicycle and pedestrian projects are an important element in achieving mobility goals, greenhouse gas reduction, safety, and health benefits. With the passage of Assembly Bill (AB) 32 and Senate Bill (SB) 375 (see Appendix B), reduction of greenhouse gases has become a Departmental priority. The planning of non-motorized facilities is fundamental to Caltrans' ability to meet its multi-modal objectives while reducing its "carbon footprint" in the State of California.

Chapter 1: Special Events and Projects

May is Bike Month

"May is Bike Month" is a Sacramento region event that promotes bicycling in conjunction with National Bike Month. In recent years, individuals, employers, bicycle clubs, and teams in the Sacramento region have had a common goal: to collectively bicycle one million miles in the month of May. This goal has consistently been met, and a new goal of two million miles during the month of May is being considered. A key promotional tool for the regional event is a user-friendly web site (http://www.mayisbikemonth.com) where cyclists can log their miles, learn about the benefits of bicycling, and find out about local bicycling events. In May, 2013, 262 Caltrans employees in the Sacramento-area logged 57,647 miles, the most of any major employer in the region. Staff assisted in coordinating and staffing special events associated with this promotion. Caltrans was also an official financial sponsor of this event (see Appendix C).

In the Sacramento area, 34 safety education clinics were held. These events enhanced the visibility of bicycling and contributed to the goal of the campaign. Social media, such as Facebook, was used as an outreach tool for the first time this year, and resulted in reaching additional businesses and individuals. Reported bicycling in the Sacramento region during the month of May has more than tripled from 476,164 miles in 2005 to 1,747,022 miles in 2013.

National Bike to School Day

On May 8, 2013, the first National Bike to School Day was held. The National Center for Safe Routes to School partnered with the League of American Bicyclists to hold this event. This was the first opportunity for communities across the country to join together to bicycle to school on the same day. The event built on the excitement surrounding National Bike Month as well as the popular Walk to School Day.

Emigrant Trails Bike Trek (ETBT)

Breathe California of Sacramento-Emigrant Trails is a nonprofit agency that works for clean air, healthy lungs and a tobacco-free future. Since 1987, ETBT has been Breathe California's major fundraiser. Participants make a donation to support the agency's programs then join bicyclists of all skill levels along with an army of volunteers for three days of cycling and two nights of camping.

California Office of Traffic Safety (OTS) Summit

- The OTS conducts periodic OTS Leadership and Training Seminars. The most recent conference was held April 20–22, 2011, in San Diego, California. The training seminar offered courses targeting traffic, bicycle, and pedestrian safety professionals. For the first time, the seminar included a separate track for Pedestrian and Bicycle Safety. Statewide professionals, academics, law enforcement, and community advocates had an opportunity to share their work. Topics included: Active Transportation Safety Training, Methods for Documenting Pedestrian and Bicycle Activity and Exposure, Communication for Pedestrian Safety, Transportation Policy is Health Policy, Safe Routes to School–Enforcement and Community Partnerships, Data and Tools for Planning and Enforcement. Several of these sessions were hands-on workshops where participants were able to conduct actual pedestrian and bicycle counts, experience obstacles to safe walking and bicycling, and learn about best practices for compliance with the Americans with Disabilities Act (ADA). This workshop was a partnering effort with organizations such as:

- California WALKS
- California Department of Public Health Ped SAFE Program and Healthy Transportation Network
- WALK Sacramento
- Safe Routes to School National Partnership
- San Francisco Department of Public Health
- California Highway Patrol (CHP)
- Federal Highway Administration (FHWA)
- City and County of San Francisco Pedestrian Safety Advisory Committee

Strategic Highway Safety Plan (SHSP)
California's SHSP is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. Started in 2005, the SHSP is updated regularly to ensure continued progress and meet changing safety needs. Currently, over 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of the SHSP Executive Leadership and a 13 member Steering Committee. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of safety: engineering, enforcement, education, and emergency services.

The SHSP applies resources in the areas where the greatest gains can be made to save lives, prevent injuries, and improve safety in the following Challenge Areas (CA):

- CA 1: Reduce Impaired Driving Related Fatalities
- CA 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- CA 3: Ensure Drivers are Properly Licensed
- CA 4: Increase Use of Safety Belts and Child Safety Seats
- CA 5: Improve Driver Decisions about Rights of Way and Turning
- CA 6: Reduce Young Driver Fatalities
- CA 7: Improve Intersection and Interchange Safety for Roadway Users
- CA 8: Make Walking and Street Crossing Safer
- CA 9: Improve Safety for Older Roadway Users
- CA 10: Reduce Speeding and Aggressive Driving
- CA 11: Improve Commercial Vehicle Safety
- CA 12: Improve Motorcycle Safety
- CA 13: Improve Bicycling Safety
- CA 14 :Enhance Work Zone Safety
- CA 15: Improve Post Crash Survivability
- CA 16: Improve Safety Data Collection, Access, and Analysis
- CA 17: Reduce Distracted Driving

The initial goal for the SHSP was to reduce California fatalities to less than 1 per 100 million vehicle miles traveled by 2010, which was met a year ahead of schedule. Total fatalities and the fatality rate both continued to decline in 2010. Preliminary figures beyond 2010 indicate that fatalities continue to be less than 1 per 100 million vehicle miles traveled. New SHSP goals and CA goals are being developed. For each CA, "Actions" are developed to implement the strategies and achieve the goals established. Actions are managed and implemented by the

public and private organizations participating in the SHSP. Each Action has a clear purpose tied to safety and completion of the Actions is how the SHSP moves toward its overall goal.

Key SHSP bicycle and pedestrian CA Actions for 2013 include:

- Develop a law enforcement handbook to serve as a "how to" guide for bicycle rodeos and educational presentations related to bicycle safety.
- Improve data collection from various sources regarding bicycle trips and bicycle collisions.
- Support and expand the California Bicycle Coalition Complete Streets Subcommittee to develop a curriculum and design standards for complete streets, traffic calming, safe intersections design, and appropriate vehicle speeds for environments where pedestrians and bicyclists are legal users.

Chapter 2: Caltrans Division Non-motorized Program Activities

Division of Local Assistance (DLA)
The Bicycle Facilities Unit (BFU) in DLA is the primary Caltrans contact for bicycle issues. BFU responsibilities include:

- Managing Caltrans bicycle program
- Administering the Bicycle Transportation Account (BTA)
- Participating on several committees that focus on improving non-motorized travel including research and data collection
- Presenting information about Caltrans non-motorized program at seminars and workshops hosted by Caltrans and local agencies
- Preparing the Non-motorized Transportation Facilities Report to the Legislature
- Participating on committees to review and evaluate community planning-based transportation planning grants
- Providing staff support to committees and advisory groups (see section on Committees/Advisory Groups page 24 of this report)
- Administering Caltrans contributions to special events
- Responding to Caltrans and local agency inquiries about bicycle facility design and operation
- Responding to correspondence concerning non-motorized travel, reviewing proposed legislation, assisting with policy development, and coordinating Caltrans's participation in annual and special events
- Providing input to the development or modification of manuals such as the California Manual of Uniform Traffic Control Devices, Highway Design Manual (HDM), and the Project Development Procedures Manual
- Serving as co-lead for SHSP CA 13: Improve Bicycling Safety
- Assisting the general public and commuters with route planning
- Assisting districts and other departments in the selection and funding opportunities of bicycle racks, lockers, and other equipment to support bicycle commuting
- Advocating and promoting non-motorized travel as a viable transportation mode

Division of Traffic Operations (DTO)
Caltrans has increased its focus on pedestrian and bicycle safety in recent years. Pedestrian fatalities dropped by 11.2 percent from 2000 to 2010. However, pedestrian fatalities increased again between 2010 and 2011 by 3.9 percent. There was a corresponding increase in bicycle fatalities of 13.2 percent between 2010 and 2011. This highlights the continuing importance of Caltrans strategies to decrease pedestrian injuries and fatalities. Some of Caltrans pedestrian safety strategies include:

- Pedestrian Safety Improvement Program: Caltrans is developing a program that focuses on understanding the causes of pedestrian collisions in order to develop effective ways to reduce them. The goal is to substantially reduce pedestrian fatalities and injuries in California by establishing a Pedestrian Safety Improvement Program (PSIP), parallel in many respects to the Highway Safety Improvement Program (HSIP), for the State of California.

- Crosswalk Enhancements Policy: In the short term, Caltrans has developed a crosswalk enhancement policy to address how to improve crossing safety for pedestrians at existing

marked crosswalks on the SHS across uncontrolled roadways with multilane approaches, high vehicle volumes, and high posted speeds. As part of an incremental approach, this policy follows a national trend to provide low-cost improvements that have potential to reduce the number and/or severity of pedestrian collisions at locations with specific roadway configurations and operational characteristics. Caltrans also developed a statewide policy to change the pedestrian clearance time to a maximum of 3.5 feet per second, and install accessible pedestrian signal systems and pedestrian countdown timers at all signalized intersections and signalized pedestrian crossings on the State Highway System (SHS).

- Complete Intersections Guidance: In 2011, Caltrans released the Complete Intersections Guide to raise awareness of the issues facing bicyclists and pedestrians at intersections. The principles in this guide go beyond those addressed in the 1985 Traffic Operations publication entitled, Guidelines for Reconstruction of Intersections, which primarily focused on motor vehicles. The Guide identifies actions that will help improve safety and mobility for bicyclists and pedestrians. The focus is on intersections and interchanges where transportation safety and mobility issues can be most challenging.

California Manual on Uniform Traffic Control Devices (CA MUTCD)
In January 2012, Caltrans adopted the CA MUTCD 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee (CTCDC).

Part 9 of the 2012 CA MUTCD updates "Traffic Control for Bicycle Facilities." This section provides State and Federally-approved "signs, pavement markings, and highway traffic signals specifically related to bicycle operation on both roadways and shared-use paths." Properly designed and placed bicycle-use signage is a fundamental tool in bicycle safety strategies.

Division of Design (DOD)
Caltrans DOD significantly revised the Sixth Edition, HDM to conform with Caltrans Deputy Directive (DD) 22: "Complete Streets–Integrating the Transportation System." Caltrans DD 22 defines a complete street as "a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists that is appropriate to the function and context of the facility." While updating the HDM, the goal was to provide comprehensive project guidance on including complete streets elements during the planning and scoping phases of all projects, thus working toward making the "main street" portions of all State Routes more accessible to all users.

The HDM is a key guidance document in the development of Caltrans projects as well as local streets and roads. This complete streets-related revision of the HDM (May 2012) allows users to more fully consider the safety, mobility, and accessibility needs of all users. It is a critical step in implementing complete streets at the State, regional and local level. (http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm).

The DOD also employs a Senior Transportation Engineer as a bicycle and pedestrian design reviewer. Typical activities for that employee are:

- Drafting and reviewing Department policies and guidelines that affect bicyclist and pedestrian safety and mobility.
- Developing, managing, and delivering training focused on improving bicyclist and pedestrian safety and mobility.
- Advising Headquarters and district personnel on the needs of bicyclists and pedestrians on State Highway System (SHS) projects.
- Developing and reviewing research proposals related to bicyclist and pedestrian safety and mobility.
- Serving as the DOD liaison for various committees and other collaborative efforts that address bicycle and pedestrian travel, such as the California Bicycle Advisory Committee (CBAC), CalPed, California SHSP CA 13–Improve Bicycling Safety, and on Caltrans's Complete Streets Task Force.

In addition, the DOD provides project specific design guidance on bicycle and pedestrian issues, as well as on other design issues and standards, to district personnel through the employment of District/Regional Design Coordinators and Reviewers on a daily basis. The DOD also employs a design reviewer that specializes in pedestrian accessibility and publishes design guidance for the SHS based upon both federal and state pedestrian accessibility regulations and laws.

Division of Transportation Planning (DOTP)
The DOTP assists with non-motorized travel through the following activities:

Office of State Planning:
- California Transportation Plan (CTP) is a statewide, long-range multi-modal transportation plan designed to help meet California's mobility needs and reducing greenhouse gas emissions. The CTP defines performance-based goals, policies and strategies to achieve our collective vision for California's future, statewide, intergraded multimodal transportation system. The CTP contains components regarding transportation facilities and non-motorized modes of travel such as bicycles and pedestrians. The development of the CTP includes participation from key stakeholder groups as well as members of the general public including representatives from bicycle and pedestrian advocacy groups. Listed below is a link to the CTP: http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.html

Office of System and Freight Planning:
- Caltrans' System Planning Branch provides planning data and analysis for long-term interregional transportation and statewide travel. Through a series of system planning documents, current and future deficiencies on the SHS are identified, in addition to improvements for meeting mobility goals for all modes. Each Caltrans district creates a Transportation Concept Report (TCR) for each State route within that district, which provides a long term (20 years or more) plan for that route. A TCR identifies current operating conditions, future deficiencies, a target level of service (LOS) for each segment in that route, and improvements needed to sustain or reach those targets. The Department's internal TCR Guidelines were updated in FY 12–13 and integrated the Complete Streets policy into TCR development. TCRs have a multimodal perspective and can address the elements such as:
    - Community Characteristics
    - Land Use
    - System Characteristics

- Bicycle Facility
- Pedestrian Facility
- Transit Facility
- Freight
- Environmental Considerations
- Corridor Performance Measures
- 20-25 Year Facility and Operations Concepts
- Programmed, Planned, and Conceptual Projects

Office of Community Planning (OCP):

- OCP provides staff support to Active Transportation and Livable Communities (ATLC) advisory committee. The ATLC was established to discuss and recommend solutions and action items pertaining to non-motorized transportation. The committee is made up of various advocacy groups with an interest in livable communities, smart growth, mobility alternatives and context-sensitive design. ATLC representatives include: Rails-to-Trails Conservancy, Local Government Commission, California Bicycle Coalition, CBAC, Bay Area Bicycle Coalition, WALKSacramento, and California Walks. Some examples of recent agenda items included DD-64-R1 Complete Streets Implementation Action Plan Update, Intersection Control Evaluation, and Construction Evaluated Work Plan for Bicycles, California Transportation Plan Modeling, MAP-21, and the California Bicycle Coalition Strategic Plan.

- OCP initiated, funded, and coordinated efforts to provide data and tools for assessing benefits and impacts of land use and transportation coordination. Two efforts recently completed will help foster the implementation of non-motorized transportation projects. These efforts included "Improved Data and Tools for Integrated Land Use-Transportation Planning in California," and "Trip-Generation Rates for Traffic Impact Analyses of Smart Growth Land Use Projects." Information about these and other projects can be found at: http://www.dot.ca.gov/hq/tpp/offices/ocp/projects.html

    - The final report and related software tools were completed for the "Improved Data and Tools for Integrated Land Use-Transportation Planning in California" project. They were available via the Internet in early October 2012.
    - A University of California, Davis (UCD) team collected trip-generation data for 30 land uses at 20 sites in California. This data was used to create a method for adjusting Institute of Transportation Engineers' (ITE) suburban trip-generation rates for use in urban areas. The final report and adjustment tool were posted on a UCD website February 2013. http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation

- OCP provides staff support to the Complete Streets Implementation Action Plan (CSIAP), the Complete Streets Technical Advisory Committee (TAC), and the Complete Streets Steering Committee (CSSC). Implementation of Complete Streets is moved forward by this staff support and the information sharing, issues raised, solutions recommended, and decisions of the TAC and CSSC. The CSIAP, Complete Streets policy, TAC, and CSSC information as well as FY 12–13 status update can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.

- The TAC met approximately six times over the FY and monitored progress on numerous high priority efforts such as guidance and manual updates, data improvements, and enhanced training.
- A presentation was made to the Local Government Roundtable, the National Complete Streets Coalition ranked the Department policy third in the nation, and a brief article was published highlighting the final status of the 2010 CSIAP for FY 2012–13 in the Bloomberg BNA Transportation/Environmental Alert under the State Department of Transportation News Briefs.
- Due to efforts to improve efficiency and the significant progress made toward policy implementation, the Steering Committee was dissolved April 2013. The Executive Committee, comprised of the four sponsoring deputies, will continue to oversee and monitor implementation and take concerns or recommendations to the Department Executive Board.

- OCP has continued distribution, outreach, and presentations on the Smart Mobility Framework to integrate transportation and land use in planning, programs, and projects throughout the State. Performance measures suggested are specifically modified to consider non-motorized travel. In addition, two preliminary investigations were completed in FY12–13 to help guide next steps. The document, fact sheets, and preliminary investigations can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html

- The Smart Mobility Framework Implementation Pilot Study (Study) is underway. This Study will develop strategies and methodologies for integrating Smart Growth principles, concepts, and performance measures in accordance with the Smart Mobility Framework as described in the document *Smart Mobility 2010: A Call to Action for the New Decade*. Final results will present best practices, performance measures, and a replicable process for incorporating Smart Mobility into comparable efforts throughout the Department and partner agencies' work.

- The Grants and Public Engagement Branch within the Office of Community Planning reviews and recommends for award, Community-Based Transportation Planning and Environmental Justice grants. Awarded grants frequently have a non-motorized component. Through community and stakeholder engagement, these grants attempt to resolve local conflicts and foster development of solutions for short–term implementation that create more transportation choices as well as complementary land use changes.

Grants awarded in FY 2012–2013 include:

Environmental Justice Transportation Planning Grants	
North 12th Complete Street Plan	City of Sacramento
Iron Triangle Yellow Brick Road Walkable Neighborhoods Plan	City of Richmond
Mission Street Transit and Public Realm Improvements	San Francisco Planning Department
Potrero Hill Neighborhood Transportation Plan	San Francisco County Transportation Authority
Los Alamos Pedestrian Circulation and Parking Plan	Santa Barbara Planning and Development Department
Tres Pinos Road and McCray Streets Complete Streets Corridor Improvements Plan	City of Hollister
Ventura Kings Canyon Merchants Association Corridor Revitalization Project	Fresno Council of Governments
City of Taft Community Outreach and Involvement Plan	City of Taft
Matheny Tract Transportation Infrastructure Plan	Tulare County Association of Governments
Civic Center Comprehensive Plan	City of Lynwood
Parkway 1e11- Coachella Valley Whitewater River Project	City of Palm Desert
New Urbanism in Action Creating Walkability Plans for Riverside Neighborhoods	Riverside County Transportation Commission
Crows Landing Road Corridor Study	City of Modesto
Beachwood/Franklin and Planada Communities Transportation Improvement Plans	Merced County, Planning and Community Development
Border Health Equity Transportation Project	SANDAG

Community-Based Transportation Planning Grants	
State Route 128 Corridor Valley Trail Feasibility Study	Mendocino Council of Governments
John Campbell Memorial Parkway	City of Fortuna
East Bidwell Complete Street Corridor Plan	City of Folsom
Marysville Safe Routes to School Plan	City of Marysville
City of San Mateo Sustainable Streets Plan	City of San Mateo
Living Alley Pedestrian Network	San Francisco Planning Department
South Richmond Transportation Connectivity Plan	City of Richmond
Santa Cruz City Schools Complete Streets Master Plan	City of Santa Cruz, Department of Public Works
Mission Park to Mission Canyon Multimodal Improvements Project	Santa Barbara County Planning and Development
Multi-jurisdictional Planning for the Marina - Salinas Multi-modal Corridor	Transportation Agency for Monterey County
Safe Routes to School Plan for Baldwin Park	City of Baldwin Park
City of Moreno Valley Bicycle Master Plan Update	City of Moreno Valley
Livingston B and Main Street Gateway and Connectivity Plan	City of Livingston
Encinitas "Let's Move" Pedestrian Travel and Safe Routes to School Plan	City of Encinitas
San Marcos Boulevard Complete Street Multi-Way Boulevard	City of San Marcos
Santee Walks N Rolls to School	City of Santee
Laguna Beach Enhanced Mobility and Complete Streets Transition Plan	City of Laguna Beach
Savi Ranch Land Use and Mobility Vision	City of Yorba Linda

- The Planning Public Engagement Contract (PPEC) provides specialized services and skills from a consultant to support and enhance public input into the transportation decision-making process and is available statewide to Caltrans Districts and Headquarters Divisions. In FY 2012–2013, the PPEC supported the following non-motorized efforts:
    - California Household Travel Survey
    - Pacific Coast Bike Route
    - Air Quality and Health Roundtable
    - California Transportation Plan 2040

Office of Project Scoping Coordination:

- Complete Streets concepts have been incorporated into the Transportation Planning Scoping Information Sheet (Scoping Sheet) found in Appendix L of the Project Development Procedures Manual. The Scoping Sheet is available on line at: http://www.dot.ca.gov/hq/tpp/offices/opsc/pdpm_scoping_tools.html.
- The Scoping Sheet assists project development teams (PDTs) in developing projects that are consistent with the purpose and need identified in the long-range transportation planning process for the statewide integrated multimodal transportation system. The Scoping Sheet improves cost estimating, reduces scope creep, and ensures that PDTs consider the following:
    - Consistency with planning concepts and statewide goals.
    - Transportation system throughput and efficiencies for all modes.
    - Community values, context sensitive solutions, and complete streets.
    - Consistency with State, regional and community planning decisions

Chapter 3: Caltrans Districts Highlights and Projects

Caltrans Districts

There are three full-time non-motorized program positions in three Caltrans districts. Coordinators in the other nine districts are typically located in the district transportation planning office and perform non-motorized program duties as part of their responsibilities. Typical activities include:

- Supporting district bicycle and pedestrian advisory committees.
- Promoting bicycling within Caltrans and externally in the community through sponsorship and participation in Bike to Work Month activities and bike sharing programs.
- Reviewing district projects for appropriate bicycling and walking provisions to ensure compliance with DD 64-R1, Complete Streets, Integrating the Transportation System both during planning and final project construction.
- Reviewing district non-motorized projects such as parallel or grade-separated bicycle/pedestrian infrastructure.
- Coordinating the review of bicycle/pedestrian infrastructure improvements along or across State right-of-way (R/W) proposed by local/regional agencies.
- Participating in various meetings concerning non-motorized transportation.
- Participating on various Headquarters/district teams.
- Assisting bicycle tourists and commuters with route planning.
- Participating in special events such as transportation fairs and bicycling safety clinics.
- Coordinating responses to local agencies, bicycle advocates, and the general public concerning bicycling conditions and improvements on State highways and in work zones.
- Working with local and regional agencies, transit operators, and Caltrans staff to implement bicycle improvements.
- Distributing information on funding opportunities and reviewing funding applications.
- Assisting cities and counties with the development of applications BTA funds.
- Convening committees to review, evaluate, and recommend BTA applications for funding.
- Assisting local and regional agencies with project evaluations, funding priorities, and bicycle transportation plan development.
- Developing and updating district bicycle maps.

District Highlights and Projects

District 1

- Worked with local agencies to organize and promote events for May is Bike Month.
- Obtained sponsorship from local government for May is Bike Month events.
- Participated in May is Bike Month activities and won second-place in the large-employer category for participating employees.

District 2

- Won the 2012 Shasta County Public Health's "Healthy Shasta's Bicycle Friendly Employer of the Year" award; with district team of over 30 participants riding over 2,000 bike-commute miles in one week.

- As a member of the Shasta Cascade Bicycle Coalition we provided information on State bicycle issues and projects as well as information-sharing on local projects and needs of the bicycling public.
- As a member of Shasta Living Streets and Shasta County Injury prevention coalition, we provided information on state bicycle issues and projects.
- Work with Caltrans HQ and provided review and comments on the revisions of the Caltrans HDM as well as the CA MUTCD.
- Provided review and comment on The Greater Shasta Rail Trail (GSRT) planning document produced by Rails to Trails. The GRST proposed to convert abandoned rail R/W to a multi-use trail for the public in the Siskiyou County area. Since this trail was proposed to cross State route (SR) 89 at two points, we consulted with Rails to Trails to ensure that the proper safety and design features were incorporated into the plan.
- Provided training to both Caltrans employees and local agencies partners. Trainings included Understanding Bicycle Transportation taught by Maggie O'Mara of Caltrans HQ from the DOD.
- Conducted bicycle training, "Bicycle System Planning and Development" taught by Ryan Snyder of Snyder and Associates LLC. This training was made available to Caltrans staff, local partners, local bicycle advocates, and the general public.
- Continued operating a district-wide bike pool program. This program encouraged and provided opportunities to employees to use a bicycle during work hours. Bicycles were provided for attending local meetings, lunchtime recreation, and visiting project sites. This has encouraged district employees, from planners and engineers to administrators, to get out of the car and onto a bicycle.

District 3

- BTA project: City of Davis Bike/Pedestrian Tunnel [BTRA2011/12-03-YOL-01], final close-out February 26, 2013. This is a great community connector with good lighting and drainage.
- EEM project: State Parks and Recreation/Rattlesnake Hill-Potter's Ravine [EEM-2009(004)] Final close-out June 6, 2012. Good interpretive signs, paths and accessibility.
- Safe Routes to School (SR2S) project: City of Live Oak/Intersection of Larkin and Pennington Roads, [SR2SL-5297(005)]
- Prepared a District Bicycle System Plan which included an inventory of the current facilities for bicycling on the State Highways within the District as well as a plan for operations, maintenance and improvements. This document has a web-based component which can be used by Caltrans and local agency staff when planning transportation projects. The plan will help the District to implement Caltrans's Complete Streets Policy in all planning, programming, design, construction, operations, and maintenance activities and products on the SHS. Much like the TCR and District System Management Plan, the Bicycle System Plan:
  - Identifies the current system
  - Identifies gaps and proposed improvements for bicycle transportation safety
  - Identifies opportunities for better access and mobility
- Local bicycle plans were reviewed for consistency with State policy and regulations.

District 4

- Organized participation in Bike to Work Day and promoted Caltrans bike projects at other public events.
- Worked with Bay Area local agencies to coordinate installation of bike facilities on district 4 State highways.
- Continued to coordinate with the Metropolitan Transportation Commission, the Bay Conservation and Development Commission, and other local agencies on construction oversight and design refinements for the new east span of the Bay Bridge bicycle and pedestrian path and the path approach through Emeryville and Oakland.
- Continued to coordinate with Alameda-Contra Costa Transit and the city of Oakland on the design of the International Boulevard Bus Rapid Transit project (on SR 185). Caltrans participated in project development team meetings to determine how best to design facilities to meet pedestrian and bicyclist needs.
- Continued to coordinate with the city of Albany on the Complete Streets Planning Process for Two Main Streets, which is funded with a Caltrans Community Based Transportation Planning (CBTP) grant and seeks to improve pedestrian and bicycle access along San Pablo Avenue (SR 123) and Buchanan Street.
- Continued to participate on the technical advisory committee for the Contra Costa County Capitol Corridor Bicycle Access Plan. The plan strives to improve Amtrak operations and service for riders who use bicycles to access the train.
- Participated on the project development team and provided technical assistance in planning and designing a bike and pedestrian path that connects local roads in Richmond to the Bay Trail by the Richmond/San Rafael Bridge approach.
- Participated on the project development team and provided technical assistance for improving pedestrian and bicycle access at the SR 4-Bailey Road interchange in Contra Costa County, which serves as a route to the Pittsburg/Bay Point BART station.
- Worked with the Tam Valley community and Marin County on crosswalk enhancements at the SR 1/Pine Hill Road Intersection. Caltrans installed optical bars to improve crosswalk visibility and continues to work with the county and community on further crosswalk improvements.
- Worked with the Marin County Bicycle Coalition to maintain bicycle access during the Pacheco Path Overlay Project, which will resurface a shared use path adjacent to US 101 that links the Marinwood and Novato communities in Marin County.
- Continued to coordinate with Marin Transit on a design to improve pedestrian and transit facilities at the Rowland Boulevard and Ignacio Boulevard interchanges with US 101 in Novato.
- Coordinated with the city of Sausalito and Marin County on initial concepts to improve bicycle and pedestrian connectivity at the Gate 6 Road multi-jurisdictional intersection, which provides a link to the regional bicycle network.
- Continued to coordinate with the Napa County Transportation and Planning Agency and the city of American Canyon on the Community-Based SR 29 Gateway Corridor Improvement Plan, which is funded by a Caltrans CBTP grant and seeks to improve access for ferry, auto, truck, bus, rail, bicycle, and pedestrian modes of transportation.
- Continued to coordinate with local entities on the Napa Valley Vine Trail, which is a multi-jurisdictional effort to provide a continuous 47.2 mile bicycle path from the

Silverado Trail/SR 29 intersection in Calistoga to the Vallejo Ferry Terminal. Portions of the proposed trail alignment are located within Caltrans R/W.

- Continued to coordinate with San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority on the Van Ness Bus Rapid Transit project (on US 101). Caltrans participated in project development team meetings on how best to design facilities to meet pedestrian and bicyclist needs.
- Continued to coordinate with the city and county of San Francisco on the Central Subway Transit-Oriented Development Plan, which is funded with a Caltrans CBTP grant and is a study of the land use and non-motorized access opportunities that the new subway along 4th Street would afford.
- Continued to collaborate with the San Francisco County Transportation Authority and other stakeholders in the planning and design of a potential pedestrian and bicycle path connecting Treasure Island to San Francisco. If fully funded, it would provide a continuous bicycle and pedestrian connection from Oakland to San Francisco by way of the Bay Bridge east span path now under construction and this new west span path.
- Continued to coordinate with the San Mateo County Transit District (SamTrans) and four San Mateo County cities on the El Camino Grand Boulevard Complete Streets Project. Caltrans has continued to work with SamTrans and the cities to develop conceptual plans for three of the locations and the design of the fourth.
- Worked with San Mateo County on project development for green, buffered bike lanes on Alpine Road at Interstate 280: The project was developed in close cooperation with Caltrans and approved through an encroachment permit in Spring 2013.
- Coordinated with the cities of Menlo Park and East Palo Alto to develop a proposal to replace the Willow Road (SR 114) overcrossing of US 101. The project proposes to include wide sidewalks, on-street bike lanes, and off-street bike paths on both sides of the Willow Road overcrossing.
- Continued to coordinate with San Mateo County and the Local Government Commission to complete the Phase II San Mateo County Midcoast Highway 1 Safety and Mobility Improvement Study, which was funded by a Caltrans CBTP grant and seeks to improve pedestrian and bicycle access between Half Moon Bay Airport and Devil's Slide.
- Continued to coordinate with the City of San Jose on a participatory planning effort, funded by a Caltrans CBTP grant, to create Master Plans for the West San Carlos Street and South Bascom Avenue corridors. The objectives are to improve pedestrian and bicycle access, increase transit ridership, and reduce trips on Interstate 280 and 880.
- The City of Vallejo completed work on the Sonoma Boulevard Corridor Design Plan, which was funded with a CBTP grant from Caltrans to develop a land use and street design plan for Sonoma Boulevard/SR 29. The City worked with Caltrans to develop this plan.
- Coordinated with Sonoma County on the SR 116/Mirabel Road project. A roundabout design has been proposed to improve safety for drivers, bicyclists, and pedestrians.

District 5

- Provided input to various bicycle planning efforts including regional and local trail and bikeway systems.
- Provided assistance in reviewing and analyzing bicycle and pedestrian grant applications for local agencies.
- Participated in bike month activities in May as part of bike month.

- Continued efforts to publish an analysis of the effectiveness of the Bike Box installed on SR 227.
- Continued efforts to publish an update to the District 5 bike map.
- Continued efforts to promote all bike and pedestrian related grants including the CBTP.
- Continued work on the Santa Maria River Bridge widening project, which will include a brand new Class I bike path across the bridge.
- Handled various bicycle and pedestrian service and maintenance requests across the district including route planning, roadway deficiencies, needed bicycle safety upgrades, and detours during construction.
- Hosted training on bicycle transportation and facility design. Public agency partners were invited to participate.
- Installed beacons for bicycles in the Gaviota Bridge.

District 6

- Participated in the review of the Kern County Bicycle Master Plan and Complete Streets Recommendation. Several workshops were organized by the Kern Council of Governments (COG) in the city of Bakersfield. Alta Planning prepared the Master Bicycle Plan for Kern COG.
- Provided input on the Fresno County Regional Bicycle and Recreational Trails Master Plan. The Revised Plan is intended to guide and influence bikeway, pedestrian and recreational trail policies, as well as programs and development standards within the County of Fresno to provide a safer, more comfortable, convenient, and enjoyable environment for all bicyclists, trail users, and pedestrians.
- Prepared a District 6 Bicycle Guide showing bicycle maps with traffic and geometric information. This included a section on bicycle safety rules and laws and "bicycles allowed/prohibited" information. The guide also includes a facility description of segments within the State route including travel information on restaurants and gas station locations.
- Coordinated the Bike to Work Day Corporate Challenge in mid March. Fresno-area agencies and groups competed in different categories. The team categories ranged from solo to the large team. For the fifth year in a row, Caltrans District 6 won the large team category with 69 riders accumulating 1411 miles.
- Distributed bicycle safety information at several workplace "health and wellness" fairs.
- Conducted a bicycle and pedestrian safety presentation at the Caltrans Planning Workshop in Visalia.

District 7

- Broke ground on the Route 101 bikeway which is included in the Route 101 widening project between Mobil Pier Road and Bates Road in Ventura and Santa Barbara Counties. This became a new section of the California Coastal Trail.
- Provided input to various bicycle planning efforts including the Arroyo Seco Bikeway.
- Participated in Bike to Work Month activities in partnership with Metro and various local agencies.
- Created a Caltrans District 7 museum exhibit with the theme of "bike local." Caltrans, in cooperation with bicycle advocates, local bike shops, Los Angeles Metro, Ventura County Transportation Commission, city of Los Angeles, and others, created display examples of bike-friendly infrastructure, planning policies, commute-type bicycles,

accessories, maps, safety tips, traffic laws, and other information to help to educate our employees and the general public about bicycle commuting.

- Caltrans employees participated in two "Ciclavia." Events. The District 7 team was led by District Director, Michael Miles.
- Held workshops for "Safe Route to School," Community-Based Transportation Planning, and Environmental Justice grant applicants.
- Participated as Complete Streets panel member at the California League of Cities and Counties annual meeting in Pasadena.
- Participated in a value analysis of the High Desert Corridor Bikeway as part of the High Desert Corridor multi-modal project.
- Participated in the PDT process for numerous projects including the I-710 South widening, the Gerald Desmond Bridge, and I-5 North widening.
- Participated in planning activities for the Port of Long Beach bicycle access project.
- Hosted training for local agencies on bicycle and pedestrian transportation and facility design.
- Participated in the review and comment of the Pacific Coast Highway Bicycle Facility Improvement project (HSIP grant) to improve safety on the Pacific Coast Highway in the city of Malibu.

District 8

- Continued efforts to promote non-motorized transportation opportunities throughout their geographical area by discussing Active Transportation needs with the local transportation commission staff of Riverside and San Bernardino Counties.
- Promoted "Bike to Work Day" in May at the district office.
- Addressed bicycle and pedestrian facilities in updates of System Planning documents.
- Administered the CBTP Grant entitled "Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan."
- Began updating the District 8 Bicycle Map which addresses accessibility of bicycles on State highways within the district.

District 9

- Sponsored a Bike to Work Week event that included Inyo Hospital, the Forest Service, and Inyo County Health and Human services. Twenty-five percent of District employees participated logging over 1500 miles for the week.
- Updating bicycle web page to include bicycle safety tips, maps, and laws.
- Compiling a pocket reference guide to help bicyclists to ride safely in the High Sierra's.

District 10

- District staff participated in development of the Inter-regional Multimodal Commute Trip Planning Study for San Joaquin, Stanislaus and Merced Counties. The study surveyed commuters on their trips and will modernize the existing structure of commuter information services provided by the SJCOG Commute Connection. This will integrate inter-jurisdictional transit trip planning, bicycle and pedestrian routing, and rideshare options.
- Currently coordinating with Adventure Cycling, Caltrans Headquarters, and District 3 in providing a recommended bike route from the Nevada State line into California via either

SR-88 or SR-80. This would provide a connecting piece for a national coast-to-coast bike route.

- Promoted Bike-to-Work Week throughout the district and supported local Bike to Work Activities by the city of Stockton and SJCOG.
- Working to resolve bike path maintenance issues on several State R/W.
- Developing GIS mapping layer for bike lanes on state highways for Caltrans Local Development/Intergovernmental Review (LD/IGR) process. This will assist planning staff in promoting bike lane installation during local project development.
- The Regional Bike, Pedestrian, and Safe Routes to School plan will be updated at a minimum of every 5 years or on an as needed basis as needs and priorities evolve over time between SJCOG's member agencies. The Plan's level of comprehensiveness meets the State BTA compliance criteria and will be used to:
  - Establish regional priorities
  - Better position the region as a whole and individual jurisdictions to compete for and secure outside funding resources to expedite project delivery
  - Facilitate, when available, the programming and use of the program's 60% competitive funds to advance the Measure K Strategic Plan's regional goals and address areas having the greatest need

District 11

- Continued to host the Bike to Work Day "energizer stop." More than 200 bicyclists rode to the District 11 office for this event.
- Participated in the San Diego Association of Government's (SANDAG) Bike to Work Month Corporate Challenge in the "Best Large Company" category.
- Worked on bicycle elements to the I-5 North Coast Corridor Project. This project includes multiple community, rail, and multimodal enhancements in addition to I-5 improvements.
- Provided input for the SR-94 HOV project, which is expected to increase vehicle throughput and include community amenities and enhancements. Tasks include outreach to local stakeholders and advocates, coordination with local and regional agencies, and input on project design features including non-motorized routes.
- Participated in the SANDAG Active Transportation Working Group.
- Reviewed SANDAG Active Transportation Grant Program applications.

District 12

- Working with the Orange County Districts 1 & 2 Bikeways Collaborative to develop a bikeways strategy. The Strategy will identify regional bikeway corridors that connect to major activity centers including employment areas, transit stations, colleges, and universities. Regional bikeway corridors will be identified based on consensus-building and facilitation efforts. There will be several phases in the bikeways initiative process to ensure active participation and buy-in by the local community.
- Participated in the Dana Point Connectivity Study (Blueprint Planning Project). This plan addresses non-motorized mobility impediments for three distinct areas of Dana Point. These issues include freeway ramps, multi-lane arterials, rail lines and a river. The project includes the development of potential roadway alignment alternatives. Proposed intersection improvements will benefit cyclists, pedestrian, and drivers.
- Facilitated a working group that addressed non-motorized concerns for the Seal Beach segment of the Pacific Coast Highway. This working group consisted of members from

various cycling organizations, city of Long Beach, city of Seal Beach, OCTA, and Caltrans.

- Organized Bike to Work Week events for the district.
- Provided safety training to employees and local agencies.
- Participated in the Bike Rally from the Tustin Metrolink Station to the District office.

Chapter 4: Committees and Advisory Groups

Caltrans staff organizes and/or attends several committees and advisory groups that address non-motorized travel, including:

Active Transportation and Livable Communities (ATLC)
ATLC is an advisory committee established to discuss and recommend solutions and action items pertaining to active transportation (mobility alternatives to the single occupant vehicle) and livable community concepts, including stakeholder engagement, multi-modal transportation, compact growth, and context sensitive solutions, and to improve the relationships between key external stakeholders involved in active transportation and livable communities and Caltrans.

Active Transportation Program Workgroup
The Active Transportation Program Workgroup was created by SB 99 as part of ATP. The group's purpose is to provide guidance on development of and subsequent revisions to program guidelines, schedules and procedures, project selection criteria, performance measures, and program evaluation. The workgroup will include representatives of government agencies and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

California Bicycle Advisory Committee (CBAC)
CBAC was formed by Caltrans in 1992, and is currently comprised of thirteen members who represent various California agencies and organizations. CBAC revised their charter to increase membership to from 15 to 16 members. They also voted to include additional representation of State and local agencies. The committee provides guidance to Caltrans on bicycle issues. Meetings are held on the first Thursday of every other month starting in February. Caltrans BFU provides staff support to the committee.

California Pedestrian Advisory Committee (CalPED)
CalPED is an advisory committee facilitated by the California Department of Public Health to address pedestrian issues such as pedestrian safety, reducing the number of pedestrian injuries and fatalities statewide, creating safe and accessible pedestrian facilities, and improving healthy lifestyles through walkable communities and increased physical activity.

Complete Streets Steering Committee (CSSC)
DD 64-R1 was signed in October 2008. The policy assigns responsibilities for Complete Streets implementation throughout Caltrans. The Office of Community Planning completed the "Complete Streets Implementation Action Plan" (Action Plan) March 2010, which includes a decision-making structure for its execution. The decision making body is the CSSC and consists of District Directors and Headquarters Division Chiefs. This group has monitored progress on key Complete Streets-related revisions to System Planning Guidelines, Planning Scoping Information and the HDM. Due to efforts to improve efficiency and the significant progress made toward policy implementation, the Steering Committee was dissolved April 2013. The Executive Committee, comprised of the four sponsoring deputies, will continue to oversee and monitor implementation and take concerns or recommendations to the Department Executive Board. The Action Plan, FY 12–13 status update, and related information can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.

Chapter 5: State and Federal Funding for Bicycle and Pedestrian Facilities

State Funding Programs

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354). The ATP consolidates funding from various federal and state transportation programs, including the Transportation Alternatives Program (TAP) (including the Recreation Trails Program), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with the goal of making California a national leader in active transportation. Non-motorized projects funded by these pre-ATP programs will take a number of years to close-out and complete. The ATP is a competitive program administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following 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 achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The ATP will appropriate approximately $129 million in federal and state funds annually to be distributed as follows for eligible projects selected through a competitive process:

- 40% to Metropolitan Planning Organizations in urban areas with populations greater than 200,000,
- 10% to small urban and rural regions with populations of 200,000 or less, and
- 50% to projects awarded on a statewide basis.

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 for the program are currently being developed by the California Transportation Commission (CTC) in consultation with the Active Transportation Program Workgroup. The CTC will adopt guidelines no later than March of 2014.

Local Transportation Funds (LTF)

The Transportation Development Act of 1971 provides that a portion of the sales tax collected in each county be returned to local entities for public transportation purposes. Each county has LTF with revenues generated from .25 percent of the sales tax collected in that county. In FY 2009–10, the latest year information is available, total LTF expenditures for bicycle and

pedestrian projects were $18.652 million. (The Transportation Planning Agencies FY 2009–10 Annual Report is the most current publication available).

Special Taxing Authorities Local Sales Tax and Revenue Bond
In addition to the statewide .25 percent local sales tax for transportation, counties have the option of levying an additional local sales tax, upon approval by two-thirds of the voters, for county transportation uses. Currently, 18 counties impose a local optional sales tax for transportation. In FY 2009–2010, the latest year information is available, $10.477 million in local sales taxes and related revenue bonds were expended for bicycle and pedestrian projects.

Statewide Transportation Improvement Program (STIP)
The 2012 STIP includes approximately $122 million from FY 2012–2013 through FY 2016–2017 for projects that are limited to or include bicycle and pedestrian facilities. Typical STIP non-motorized projects include on-street and off-street bikeways, sidewalk improvements, and improved access to transit.

Clean Air Transportation Improvement Act of 1990
In 1990, California voters approved Proposition 116, the Clean Air and Transportation Improvement Act of 1990. This measure authorized issuance of $1.99 billion in general obligation bonds for bicycle, rail, and mass transportation purposes. Twenty million dollars were allocated to fund a program of competitive grants to local agencies for capital outlay for bicycle improvement projects. The program also included a reservation of approximately $73 million for 27 specified "non-urban" counties. The "non-urban" component of the program funded approximately $30 million in bicycle and pedestrian improvements. The program is essentially completed.

Bicycle Transportation Account (BTA)
The BTA provided state funding for city and county projects that improve safety and convenience for bicycle commuters, including:

- New bikeways serving major transportation corridors
- New bikeways removing travel barriers to potential bicycle commuters
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals and ferry docks and landings
- Bicycle-carrying facilities on public transit vehicles
- Installation of traffic control devices to improve the safety and efficiency of bicycle travel
- Elimination of hazardous conditions on existing bikeways
- Planning, safety, and education
- Improvement and maintenance of bikeways

The table below provides funding information on amounts allocated, encumbered, and expended for active BTA projects through June 2013.

The BTA Project Status Report can be found on the BTA webpage. The report allows local agencies and the public to view amounts allocated and expended on each BTA award. The list can be sorted by many categories including local agency, award year, and lapse date and can be viewed at the following website: http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm.

Bicycle Transporation Account
Active Projects by Fiscal Year

Fiscal Year	Projects Awarded	Allocated and Encumbered	Expended* (June 2011)
2012–13	39	$11,922,531	$535,500
2011–12	24	$7,200,000	$876,129
2010–11	23	$7,200,000	$2,585,147
2009–10	23	$7,200,000	$4,755342
2008–09	18	$7,200,000	$5,592,082
2007–08	21	$7,200,000	$5,047,211
2006–07	27	$9,190,000	$6,189,757
*Current law allows local agencies up to 6 years to complete projects. If a project is unable to be completed within that time period, the local agency may apply for an extension through the Cooperative Work Agreement process.			

BTA Program funding was consolidated under the ATP. However, active BTA projects that were awarded prior to the ATP will take a number of years to close out.

State Safe Routes to School Program (SR2S)
SR2S began in California when the passage of AB 1475 in 1999 led to a two-year SR2S demonstration with funding of $20 million per year for projects that improve safety on routes to school. In 2001, SB 10 extended the program three years to January 1, 2005. In 2004, Senate Bill (SB) 1087 extended the program until January 1, 2008. In 2007, AB 57 extended the program indefinitely. In 2013, SB 99 enacted the ATP program that sunset the SR2S Program. However, the ATP provide for a minimum of $24 million annually to be awarded to safe routes to school type projects. Active SR2S projects that were awarded prior to the ATP will take a number of years to close-out.

Environmental Enhancement and Mitigation (EEM) Fund
In 1989, AB 471 required the Legislature to allocate $10 million annually for ten years for projects that directly or indirectly offset environmental impacts of existing transportation facilities or construction of a new transportation facility, implemented after January 1, 1999. This program became known as the EEM Program. The EEM Program consisted of four categories of projects. One of those categories, Roadside Recreation, can be used for the acquisition and/or development of roadside recreational opportunities and include parks and greenways, roadside rests, scenic overlooks, trails and trailheads, parks and snow-parks. In 1999, SB 117 eliminated the ten year sunset provision to allow the program to continue. The California Natural Resources Agency recommends EEM projects for approval by the California Transportation Commission.

Federal Funding Programs

Transportation Enhancement (TE) Activities Program

Ten percent of each state's Surface Transportation Program was set aside for TE activities. Three of the 12 defined TE categories were bicycle and pedestrian related:

- Provision of facilities for bicyclists and pedestrians
- Provision of safety and educational activities for pedestrians
- Bicyclists and preservation of abandoned railway corridors

These funds were used for the construction of bicycle and pedestrian transportation facilities, or non-construction projects such as training, brochures, and route maps related to safe bicycling and walking. The FHWA and the National Transportation Enhancements Clearinghouse provided various reports on individual TE obligations. From 1992 to 2011, California has obligated more than $1 billion of TE funds. Of that amount, obligations for bicycle and pedestrian-related projects were as follows:

- Pedestrian and bicycle facilities - $452 million
- Pedestrian and bicycle safety and education - $6.5 million
- Rails to Trails - $94 million

The TE Program was not continued under MAP-21.

Transportation Alternatives (TA) Program – MAP-21

The TA Program was enacted under MAP-21. Total TA Program funding is two percent of MAP-21 funding: $808,760 million for FY 2013 and $819,900 million for FY 2014. The TA Program funding was consolidated under the ATP.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program was created by the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized by the Transportation Efficiency Act for the 21st Century in 1998 and SAFETEA-LU in 2005. The CMAQ program funds projects that reduce transportation related emissions to help achieve and maintain national ambient area air quality standards in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter.

CMAQ funds may be used for constructing bicycle and pedestrian projects such as trails, walkways, or storage facilities or non-construction projects such as marketing and outreach efforts to increase public knowledge about the benefits of biking and walking. In FY 2010–2011, $58 million in CMAQ funds were obligated for 132 bicycle and pedestrian projects.

Federal Safe Routes to School (SRTS)

Section 1404 of SAFETEA-LU created the federal SRTS program in 2005. The funds are available for infrastructure and non-infrastructure projects that improve facilities and encourage elementary and middle school students to walk and bicycle to school. To date, the program has awarded over 350 projects, totaling $157 million. The latest cycle of SRTS funding awarded $66 million in projects on October 17, 2011. MAP-21 continued SRTS as an eligible project type under the TA Program, but it is no longer a stand-alone federal program. However, the ATP requirements provide for a minimum of $24 million annually to be awarded to safe routes

to school type projects. Active SRTS projects that were awarded prior to the ATP will take a number of years to close-out.

Highway Safety Improvement Program (HSIP)
In 2005, SAFETEA-LU established a new HSIP for reducing traffic fatalities and serious injuries on public roads. This funding is split equally between State highways and local roadways. The first four HSIP cycles funded 547 local roadway projects from a total of $218 million in funds in federal FYs 2006 through 2011. The final approved projects list for the 5th HSIP cycle was in October 2012 and included approximately $120 million for improving safety on local roadways.

High Priority Projects (HPP)
There are currently 49 HPP earmarks authorized by various public laws that have funds available for pedestrian and/or bicycle improvements along California's roads. These funds are authorized by Congress and are available until expended or rescinded in federal law.

Transportation, Community and System Preservation (TCSP) Program
The TCSP Program provides funds to States, MPOs, and local and tribal governments for projects to integrate transportation, community, and system preservation. Eligible projects include transit-oriented development plans and traffic calming measures in addition to projects that reduce the impacts of transportation on the environment. Each state must provide a funding match. The TCSP program was not continued in MAP-21. TCSP funds lapsed three years after award, if the funds were not obligated. 2012 was the last TCSP program award.

Appendix A: State Statutes on Bicycling and Walking

Authorizing Legislation for the Non-motorized Facilities Report to the Legislature

Streets and Highways Code

Section 887.4

Prior to December 31 of each year, the department shall prepare and submit an annual report to the Legislature summarizing programs it has undertaken for the development of non-motorized transportation facilities, including a summary of major and minor projects. The report shall document all state funding for bicycle programs, including funds from the Bicycle Transportation Account, the Transportation Planning and Development Account, and the Clean Air Transportation Improvement Act. The report shall also summarize the existing directives received by the department from the Federal Highway Administration concerning the availability of federal funds for the programs, together with an estimate of the fiscal impact of the federal participation in the programs.

Authorizing Legislation for the Active Transportation Program (SB 99)

Streets and Highways Code

Section 2380

There is hereby established the Active Transportation Program in the department for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. It is the intent of the Legislature that the program achieve all of the following goals:
(a) Increase the proportion of trips accomplished by biking and walking.
(b) Increase safety and mobility for non-motorized users.
(c) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
(d) Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
(e) Ensure that disadvantaged communities fully share in the benefits of the program.
(f) Provide a broad spectrum of projects to benefit many types of active transportation users.

Other State Statutes on Bicycling and Walking

Streets and Highways Code

Section 104	The Department may acquire real property for the construction and maintenance of non-motorized transportation facilities.
Section 885	The Legislature hereby finds and declares that traffic congestion, air pollution, noise pollution, public health, energy shortages, consumer costs, and land-use consideration resulting from a primary reliance on the automobile for transportation are each sufficient reasons to provide for multimodal transportation systems.
Section 885.2	The legislature finds and declares…(c) The components of a successful bicycle program include engineering and design of safe facilities, education of bicyclists, and the motoring public on lawful use of the highways and enforcement of traffic laws. (d) Efforts to improve safety and convenience for non-motorized transportation users are a proper use of transportation funds. (f) The bicycle is a legitimate transportation mode on public roads and highways. (g) Bicycle transportation can be an important, low-cost strategy to reduce reliance on the single-passenger automobile and can contribute to a reduction in air pollution and traffic congestion.
Section 886	There is a bicycle facilities coordinator in Caltrans who is responsible for the administration of bicycle-related activities of Caltrans.
Section 887.2	The Department shall publish a statewide map illustrating State highway routes available for the use of bicyclists and, where bicyclists are prohibited from using a State highway, alternate routes.
Section 887.6	The Department may enter into cooperative agreements with public agencies for the construction and maintenance of non-motorized transportation facilities, which generally follow a State highway right of way where the Department has determined that the facility will improve safety and convenience for bicyclists.
Section 887.8	(a) After consulting with the law enforcement agency having primary traffic law enforcement responsibility with respect to a state highway, the Department may construct and maintain non-motorized facilities approximately paralleling that highway. (b) Where the traffic safety or capacity of the highway would be increased, the Department shall pay for the construction and maintenance of non-motorized transportation facilities approximately paralleling the highway.

	(c) The Legislature finds and declares that the construction and maintenance of non-motorized transportation facilities constitute a highway purpose under Article XIX of the California constitution, and justify the expenditure of highway funds and the exercise of eminent domain therefore.
Section 888	The Department shall not construct a freeway that will sever or destroy an existing major route for non-motorized traffic unless a reasonable, safe, and convenient alternate route is provided or such a route exists.
Section 888.2	Specifies circumstances under which the Department shall incorporate non-motorized transportation facilities in the design of freeways on the State Highway System.
Section 888.4	Requires a minimum of $360,000 to be budgeted annually from the State Highway Account for non-motorized transportation facilities to be used in conjunction with the State Highway System.
Section 888.8	The Department may undertake demonstration projects, perform technical studies, and use available federal funds for state or local agency bicycle programs.
Sections 890-894.2	Defines bicycle commuters and bikeways and requires the Department to establish minimum bikeway design criteria, outline bikeway plan requirements, and administer the Bicycle Transportation Account.
Section 2106(b)	Specifies the amount to be transferred into the Bicycle Transportation Account.
<u>Public Utilities Code</u>	
Sections 99233.3 and 99400	Governs the use of Local Transportation Fund revenues for non-motorized projects. The Transportation Development Act of 1971 created these provisions.
<u>Vehicle Code</u>	
Section 21200	Bicyclist's rights and responsibilities for traveling on highways.
Section 21201	Bicycle equipment requirements on roadways, highways, sidewalks, bike paths, etc.
Section 21202	Bicyclist's position on roadways when traveling slower than the normal traffic speed.
Section 21206	Allows local agencies to regulate operation of bicycles on pedestrian or bicycle facilities.
Section 21207	Allows local agencies to establish bike lanes on non-state highways.

Section 21207.5	Prohibits motorized bicycles on bike paths or bike lanes.
Section 21208	Specifies permitted movements by bicyclists from bike lanes.
Section 21209	Specifies permitted movements by motorists in bike lanes.
Section 21210	Prohibits bicycle parking on sidewalks unless pedestrians have an adequate path.
Section 21211	Prohibits impeding or obstruction of bicyclists on bike paths.
Section 21212	Requires a bicyclist less than 18 years of age to wear an approved helmet.
Section 21717	Requires a motorist to drive in a bike lane prior to making a turn.
Section 21949	Requires all levels of government in the State to provide safe and convenient facilities for pedestrians.
Section 21960	Authority to close freeways and expressways to bicyclists and pedestrians.
Section 21450.5	Requires detection of bicycles and motorcycles at traffic actuated signals.
Government Code	
Section 65040.2	Requires development of guidelines for including all travel modes in general plan circulation elements.
Section 65302	Requires general plan circulation elements to plan for all users of streets, roads, and highways.

Appendix B: Key Legislation Affecting Transportation Planning

SB 99 – The Active Transportation Program (ATP) was signed into law on September 26, 2013. The ATP consolidates funding from various federal and state transportation funding programs into a single program for active modes of transportation such as bike and pedestrian type of project. These include the Transportation Alternatives Program (TAP) (including the Recreation Trails Program), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S).

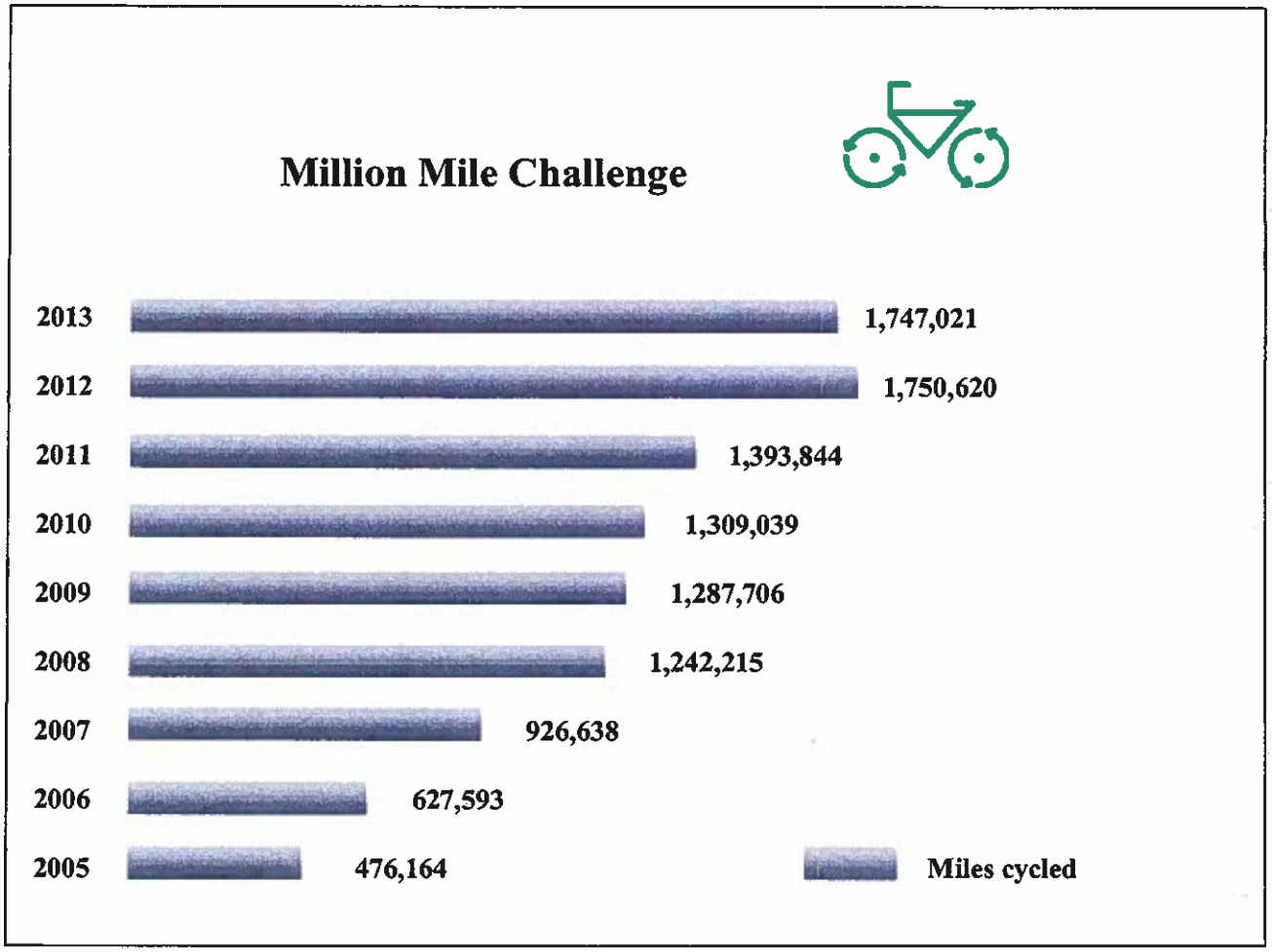
AB 32 – The Global Warming Solutions Act became California law in 2006. This law mandates certain reductions in greenhouse gas emissions by the year 2020. AB 32 directed California Air Resources Board (ARB) to develop an action strategy and scoping plan for greenhouse gas (GHG) reduction by the year 2020. The reduction measures to meet the 2020 target were adopted in January 2011.

SB 391 – This 2009 bill requires various transportation planning activities by state and regional agencies, including preparation of sustainable communities strategies (SCS) by MPOs. SB 391 would require Caltrans to update its statewide CTP by December 31, 2015 and every five years thereafter. SB 391 establishes an ongoing statewide transportation planning process within Caltrans that describes the multimodal system necessary to meet mobility and congestion management objectives that are consistent with the State's GHG emission limits and air pollution standards.

SB 375 – Passed in 2008, requires ARB to develop passenger vehicle regional GHG emission reduction targets for 2020 and 2035 for each of California's 18 MPOs. SB 375 also requires MPOs to develop a SCS as a component of their Regional Transportation Plan. The SCS must identify a land use pattern, transportation network and policies that, if feasible, will meet the regional GHG emission target. If an MPO is unable to meet the regional target through the development of a SCS, an Alternative Planning Strategy must be prepared. SB 375 also links the housing and regional transportation planning processes as well as provides California Environmental Quality Act streamlining benefits for development projects that are consistent with the SCS or APS.

Complete Streets – Complete Streets Act of 2009 (S. 584, H.R. 1443) defines effective complete streets policies that allow for use and flexibility in transportation planning practices. The Complete Streets Act directs State Departments of Transportation and MPOs to adopt such policies within two years of enactment of the bill and apply the policies to upcoming federally funded transportation projects.

Appendix C: BTA 2013 Million Mile Challenge



Appendix D: Non-motorized Information Websites

U.S. Department of Transportation Bicycle/Pedestrian Design Guidance
http://www.fhwa.dot.gov/environment/bikeped/design.htm

Deputy Directive DD-64-R1 – California Department of Transportation Policy on Complete Streets - Integrating the Transportation System
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf

Assembly Concurrent Resolution 211 – Encourages local agencies to accommodate bicyclists and pedestrians in their infrastructure
h://www.dot.ca.gov/hq/tpp/offices/bike/guidelines_files/guidelines_files.pdf

Caltrans Division of Local Assistance – Nonmotorized project funding
http://www.dot.ca.gov/hq/LocalPrograms

Caltrans Division of Transportation Planning – Bicycle Program
http://www.dot.ca.gov/hq/tpp/offices/bike/index.html

HDM-- http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm

CA MUTCD
http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd2012.htm

Bicycle Transportation Account (BTA) Program
http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Project Development Procedures Manual, Chapter 31- Nonmotorized Transportation Facilities
http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt31.pdf

Department of Transportation Bicycle and Pedestrian Program Contacts
http://www.dot.ca.gov/hq/tpp/offices/bike/contacts.html

Livable Communities Information
http://www.dot.ca.gov/hq/tpp/offices/ocp/livable_communities.html

Active Transportation / Livable Communities Working Group
http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/atlc.htmlCalifornia Department of Transportation - Division of Transportation Planning

Transportation Tools to Improve Children's Health and Mobility
http://www.dot.ca.gov/hq/LocalPrograms/TransportationToolsforSR2S.pdf

Transportation Enhancements Program
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

Environmental Enhancement and Mitigation Program
http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm