

Frequently Asked Questions (FAQ's)

FAQ's from District 6 training (April 2, 2014)

1) Will funding cover any utility work?

Answer- Utility work that is necessary to make the project safe and functional is allowable- rule of thumb 10% of the project cost

2) Will funding cover pole relocations?

A- Utility work that is necessary to make the project safe and functional is allowable- rule of thumb maximum 10% of the project cost

3) Will funding cover decorative or enhancement projects? For example, decorative street lighting, landscaping, or decorative sidewalks?

A- "Street" lighting is not eligible- pedestrian lighting is- the enhancements should be "incidental" ie maximum 10% of the the project costs

4) Can street lighting be included in sidewalk projects?

A- "street" lighting is not eligible. Pedestrian lighting is eligible.

5) Why would you create a state bicycle plan rather than a state active transportation plan?

A- Caltrans, by law, needs to develop a State bicycle map. CT is also interested in developing a State Bicycle Plan that would include the bicycle map. Separately, CT will be working on a State Pedestrian Plan. An Active Transportation Plan will probably be written as an "umbrella document" that includes the Bicycle and Pedestrian Plans by reference.

6) Slide #45...Development of Bikeways and Walkways:

Project will need curb, gutter and sidewalk.

What about drainage?

A- Utility work that is necessary to make the project safe and functional is allowable- rule of thumb 10% of the project cost

What types of improvements, e.g. underground pipes, tying into ponding basins, etc. are eligible for ATP/SR2S funding?

A- Utility work that is necessary to make the project safe and functional is allowable- rule of thumb 10% of the project cost

What types of improvements are not eligible for ATP/SR2S funding?

A- Improvements that do not meet one or more goals of the ATP Program goals. This would include: routine maintenance and operations, general recreation and park facilities, playground and sports field picnic areas, landscaping (in excess of the 10% rule), etc.

7) How do the improvements identified by way of the E.T. and/or CBTP grants fair in the ATP selection process?

A- Plans completed under these grant programs could help the applicant address the ATP application screening criteria and narrative sections.

8) Caltrans has funded planning projects since 2000. How do we address the disconnect between our funding programs, e.g. SRTS, ATP, and the planning grant program funded by Caltrans?

A- Caltrans can only operate under the funding program rules it is given.

9) Does “public schools” include higher education?

A- High schools and collages do not qualify for the SRTS funds, but they can qualify for the general ATP funds

10) Can we combine projects in one application, or is a separate application needed for each project?

A- You can combine projects

11) Is there a project maximum?

A- There isn't a maximum.

12) Is there a repost of successfully funded apps that can be reviewed?

A- There is no electronic repository of successfully funded apps. However, appointments can be scheduled to review specific applications at the CT headquarters in Sacramento. E-mail Teresa.mcwilliam@dot.ca.gov to request an appointment.

13) Will Caltrans provide feedback on drafts?

A- No, there isn't time.

14) Is special consideration given to innovative projects?

A- There is no specific guidance in the adopted ATP guidelines that addresses special consideration for innovative projects.

15) Can private for-profit companies be partnering agencies?

A- No

16) Can ATP use AB872?

A- No AB872 is only for STIP funds.

17) Does the corp. work participation in a project apply towards the DBE goal set for the project?

A- No. The corp's are not Disadvantaged Business Enterprises.

18) Does a project require both CEQA and NEPA?

A- The ATP program has both State and Federal funding sources. Most projects will have some (or all) federal funding; these projects will require NEPA. Any projects that have only State funding will only require CEQA.

19) Is there an online list of Master Agreements with jurisdictions?

A- No. You should check with your local public agency to see if they have a MA in place.

20) Does the 2nd cycle have a 4 year time frame?

A- Yes, 15/16 backup, 16/17, 17/18 & 18/19

FAQ's from District 3 training (April 3, 2014)

21) Can a community services district apply?

A- Maybe. (1) It depends on what purpose and powers were given to the community services district (CCD) when formed. If the CCD was given responsibility for oversight of transportation or recreational trails they may be eligible. It would also depend on if they have authority over the property, roads, etc that they propose to improve. (2) A CCD must also meet the requirements for entering into a Master Agreement with Caltrans and the. It is unlikely that a community services district would meet the requirements for a MA agreement, so it would be suggested that they partner with an eligible public agency.

22) What is a "trail" rather a "recreational trail" in #22 of the application?

A- A trail is unpaved. A recreational trail can be paved or unpaved, and often allows for ADA usage on a portion of the facility.

23) Can ATP funding be used to improve bicycle safety on roads that are not class I, II, or III bikeway?

A- ATP funding can be used to provide a Class I, II, or III bikeway on the roadway.

24) Will chapter 1000 be enforced?

A- An agency may follow the Design Exception process if needed

25) Is community service district property considered public property?

A- See question #21.

26) Why do you reference bicycle access to transit, but not pedestrian access to transit?

A- Under the ATP program both pedestrian and bicycle access to transit projects are equally eligible.

27) Are safe routes to school bus stops eligible for safe routes to school funding?

A- Bus stops are not eligible for funding.

28) Can tribal ccc's be used?

A- If there is a CCC center that utilizes tribal members, then, as the CCC, yes -- it qualifies as a partner under the guidelines. But, if it is not part of the state agency (CCC) or a certified local conservation corps as defined in Public Resources Code sec 14507.5 (which is certified by the CCC), then no.

29) How do we know if a project is eligible for toll credits?

A- All projects are eligible for toll credits. The applicant will have to check with the local RTPA to see if toll credits could be utilized.

30) On slide #89, will applications also be flagged if the agency has a red flag on BTA, HSIP, and/or HBP project?

A- Yes the district can comment on any past performance issues on any grant project that had ATP type work.

31) What fiscal years will be included in ATP cycle 2?

A- For programming it will be 14/15, 15/16, 16/17 and 17/18.

32) Will cycle 3 be a 5 year cycle?

A- A potential cycle 3 would be dependent on the passing of future federal transportation bills. There is no guidance for a future cycle 3 at this time.

33) If you ask for PE funds in 15-16 and you state that local funds will pay for construction, can you submit in cycle 2 for construction funds?

A- Yes, but the project would still have to compete and score high enough to be selected in the Cycle 2.

34) Is a match required for all infrastructure safe routes projects?

A- All safe routes to school projects are exempt from the match requirement.

35) Is a match required if the applicant has an NI project in with a non NI project?

A- That would depend on the project type and the community it benefits.

Per CTC Guidelines: projects predominantly benefiting a disadvantaged community, stand-alone non-infrastructure projects, and safe routes to schools projects do not require a match.

36) When calculating accident data how many years back should you look? FHWA uses 3 to 5 years, HSIP uses up to 10 years?

A- Actually HSIP says 5 minimum to 10 years maximum. Standard policy says 3 to 10 years. Using 3 years shows the current trend, whereas 10 years may not be capturing recent shifts.

FAQ's from District 7 and District 12 training (April 8&9, 2014)

37) Is there a preference for funding urban vs. rural projects?

A- Ten percent of the ATP funding is set aside for projects in small urban and rural areas with populations of 200,000 or less.

38) Would ATP fund a project in unincorporated areas? Ex. Unincorporated Riverside county in the Eastern Coachella Valley.

A- Yes

39) On page 5 of the ATP Application Part 1, under Allocation/Authorization Requests Schedule, what is Proposed Allocation Date? I understand that the E-76 Date refers to our Requests for Authorization for the corresponding phase. On the last page, Additional Application Attachments, it says that a detail estimate is required for construction phase only. Are we required to include an estimate if our proposed project includes PE & Construction-infrastructure phases?

A- If the applications are requesting both PE and Const- they will not have the detailed estimate- So we need to modify the ATP checklist to say they have to have the Detailed Estimate attached- if they are ONLY requesting Construction funds.

40) Can some funds be used to purchase count equipment – ie: permanent bike counts that could be installed during the implementing an IF project – so that the jurisdiction and Caltrans will have data from the project for years after implementation?

A- Since the BTA program did not fund count equipment, at this time the ATP will not be funding them either.

41) Will Caltrans award partial funding if an NI project is scalable or in phases? For instance say I'm proposing to an intensive community engagement process in 4 communities for \$1 million – would Caltrans award the grant but stipulate focusing on only two communities for \$500,000?

A- No- we will either fund the full project or reject the full project.

42) It would be great to see Caltrans or the CTC develop forms that are specific to NI programs in the future; ie no longer use the PPR for NI projects. I think it would help simplify things for the jurisdictions that are applying for NI activities – especially school districts - and make it easier to program, report on, etc. Right now filling out construction forms for community engagement/education/enforcement/evaluation activities is a little like putting a square peg in a round hole – it just doesn't fit.

A- We are still trying to work out how to best capture all of the information that has been rolled into ATP. Please send a good example for future reference.

43) Can ATP funds be used for counts before and after evaluations?

A- Yes

44) When requesting performance on “ATP type projects”, what categories of projects are included or should be considered?

A- SRTS, Bike, Pedestrian, and Rec. Trails

45) If a project does not serve a disadvantaged community in any way is it still competitive?

A- Yes

46) Past NI grants have been limited to \$500,000. Is Caltrans supportive or open to NI proposals over \$500,000?

A- There is no limit on NI projects amounts.

47) Is outreach considered part of the design process for an infrastructure project, or should a design & environmental & construction project with outreach be a combined IF & NI project?

A- Yes for public outreach.