

RESPONSES to QUESTIONS & COMMENTS from the 2/25/15 WORKSHOP

General ATP	
QUESTIONS AND COMMENTS	RESPONSE
What is the ideal example project ATP wants to see?	Projects that serve the purpose and goals of the program: http://www.dot.ca.gov/hq/LocalPrograms/atp/documents/2015/Draft_ATP_Purpose_&Goals_Flowchart.pdf
Could you provide an example of a few successful ATP applications from Cycle 1?	You can find all of the successful Cycle 1 applications here: http://www.catc.ca.gov/programs/ATP/2014_Project_Apps.html
What type of projects do you not want to see?	Page 13, Item 22.6 of the CT Guidelines includes a list of (but not limited to) ineligible projects/project elements: http://www.dot.ca.gov/hq/LocalPrograms/atp/documents/Cycle-2-DLA-ATP-LAPG-Draft.pdf
can a public school or school district apply for funds for bike parking? In particular if the racks would be on school property for the purpose of students and not open to general public use? If yes, would this be considered a Safe Routes to School project and therefore not subject to the 250K infrastructure project minimum?	Bike parking is eligible as long as it's available to the general public 24/7. Yes, it may be a SRTS project and not subject to the minimum.
Does the size of an ATP request have any bearing on its likelihood to be awarded? In other words, are smaller requests more likely to be awarded, or larger projects? Or does the criteria for award have nothing to do with the amount of the request?	No, no and no.
Because safety barriers and concerns are intrinsic and must be addressed to increase active transportation, it is recommended to add the word, SAFE to the goal.	Thank you for your comment, it will be forwarded to the Program Managers.
The comment on Cycle 1 having a focus on goals, and comments on this cycle being wide-reaching is an indication of the broad project type that meets the program goals. What is the focus was on streamlining the process for reaching the goals? Wasn't the initial thought of consolidating multiple programs into a single program to streamline the process?	The process has been streamlined by providing only one application for all project types.
Just to confirm that NEPA is required for Non-infrastructure projects that involve no construction and/or infrastructure?	Yes, NEPA is required for all projects receiving federal funds but the project may be eligible for a Categorical Exemption (CE).
The emphasis on quantifying current and future use for transportation is very valuable and appropriate to the program goals. I offer the below comment as one voiced by partners: Some jurisdictions in our county are concerned that points awarded based on number rather than proportion of increase appears to automatically reduce the score in smaller communities or smaller schools.	Thank you for your comment, it will be forwarded to the Program Managers.
B/C Tool	
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Question 6B states that points will be awarded based on appropriate use of the B/C Tool and confirmation that the final B/C from the tool is greater than 1.0. Is the final B/C from the tool based on the Total Project Cost or the Funds Requested for the project?	The B/C from both the Total Project Cost and the ATP Funds Requested will be considered.
because it seems that the California Complete Streets legislation requires active transportation planning, why should it be subject to cost-benefit at all?	The CTC's guidelines require applicants to "Quantify the safety and mobility benefit in relationship to both the total project cost and the funds provided"
I understand that you have lowered the scoring for B/C overall, and asked for "constructive feedback" on the Caltrans benefit-cost tool. However, without access to the tool (I didn't see a link anywhere) it's hard to know if it is any easier to use or to evaluate fairly, especially with respect to PLANNING grants. As one example, how will jurisdictions be guided for making assertions about GHG reductions? Do we make a blanket assumption about a percentage of mode shift from driving to active transportation? Do we make a blanket assumption about implementation of suggested safety strategies, relative to reductions of fatalities and injuries?	CTC has posted the B/C tool and are the contact: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html
Recreational Trails	
QUESTIONS AND COMMENTS	RESPONSE
we have our own tribal trail guidelines established in our Trails/Waterway Master Plan, can we use these in lieu of the RTP guidelines?	No, because project elements must be eligible for RTP funds. RTP Guidelines outline those that are eligible.
1) Can you please let me know where the new change is found within the draft guidelines – thought it was mentioned that this is on p. 9 under recreational trails projects http://www.catc.ca.gov/programs/ATP/2014_ATP_Guidelines_adopted_032014.pdf . But I don't see the language that trails "should" meet specific federal guidelines.	On Page 9: C. Recreational Trails Projects For tTrail projects that are primarily recreational to be eligible for Active Transportation Program funding, the projects must should meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/).
Funding	
QUESTIONS AND COMMENTS	RESPONSE
just mentioned giving points for match. Is the match cash only, or in-kind as well?	In-kind match, such as donated time, is not eligible. However, the cost of completing the PA&ED and PS&E phases of potential ATP projects as in-kind leveraging of ATP funding may be considered leveraging match.
First can the value of an in kind contribution be considered a match. For example if a city submits a "shovel ready" project because the design/engineering is completed can the cost of the design/engineering be considered a match contribution?	Yes, if an agency submits a "shovel ready" project because the design/engineering is completed, the cost of the design/engineering may be considered a match contribution.
Secondly, if the design incorporates some components that are not necessarily fundable such as a landscape improvements can the cost, in this instance, of the landscaping be included as match or does the improvement in and of itself need to also be a fundable/qualified item?	No the match must be for ATP eligible items. *Landscaping that is an integral element to achieving the purpose of the program may often be eligible.

Plans	
QUESTIONS AND COMENTS	RESPONSE
We are submitting a grant request for a 4-city Active Transportation Master Plan . For such a joint application would we: 1. Need only a Master Agreement with the Lead Agency? (or would all cities need to have one?) 2. Present data (safety, health, disadvantaged status, etc.) for the entire plan area as a whole, or would you prefer it city-by-city?	Only the agency receiving the funds needs an MA. Data should be for the entire scope of the plan, however form that takes.
Was the "predominantly disadvantaged community" comment solely in regard to funding a bike/ped plan – meaning the funding of a plan itself rather than projects within the plan?	The question is not fully understood but only plans for disadvantaged communities will be funded. The idea behind this is that non-disadvantaged communities should have their own funding for plans.
Re the plan requirements, for the pedestrian component (mapping and description of existing and proposed pedestrian facilities), it SHOULD NOT be limited to major transit hubs and schools . Given the program's focus on key destinations (including employment, social services, health care, parks, etc.), the pedestrian portion should, at a minimum, cover the existing and proposed facilities around these key destinations. Otherwise, this will not be complete planning for pedestrian facilities.	Thank you for your comment, it will be forwarded to the CTC.
With the new criterion that applicants show how disadvantaged communities benefit from physical improvements or NI projects, do "plan" applicants get points for showing that disadvantaged communities benefit from plans?	"Plan" applicants need to complete question #5 just like the other types of applications. They will receive points based on their ability to show how the new plan will benefit DACs.
Disadvantaged Communities	
QUESTIONS AND COMMENTS	RESPONSE
Will the Cal Enviro Screen threshold be changed from 10% to 25%. Strategic Growth Council AHSC program uses 25%. Should the definition of 'disadvantaged' be consistent?	Yes, per CTC Guidelines
Can the grant money be used to fund any staffing for disadvantaged community planning departments to accomplish the planning work?	For work directly related to the development of a funded plan, yes.
Scoring criteria related to disadvantaged communities, as currently written in the guidelines, substantially disqualifies projects from high-cost-of-living counties from effectively competing. This was demonstrated in Cycle 1 where the target 25% to disadvantaged communities was exceeded about three-fold. Jurisdictions in San Mateo County suggest that the scoring criteria be adjusted so that projects in these jurisdictions have a fairer chance of competing for funding. One method suggested is that the scoring category for "Benefit to disadvantaged communities" could be edited to something like "For those projects competing for the set-aside funds for disadvantaged communities, applicants must demonstrate.. (continue as in draft guidelines)" Even a high set-aside (e.g.,50%) could be more inclusive and equitable compared to the Cycle 1 proportion (87%) awarded to projects serving disadvantaged communities.	Thank you for your comment, it will be forwarded to the CTC.
Residents of DACs should be the primary resource for identifying destinations served by the project. If the project benefits DACs --DAC residents should shape the project.	Thank you for your comment, it will be forwarded to the Program Managers.
The City of Tehachapi as a whole is not a disadvantaged community per-se. However, there are pockets or census tracts within the City limits that are populated by individuals and families that qualify as low income pursuant to the HUD criteria and as such much of our CDBG funding is directed at improving these neighborhoods. If a project principally benefits one of these "HUD" neighborhoods/enclaves does the project qualify as benefitting a disadvantaged community in terms of accumulating points even if the Tehachapi Community as a whole is not a disadvantaged community?	On onus of the applicant to relay justification under option 4 to their DAC under Q5. The evaluators will determine whether the answer justifies consideration as a DAC.
Safe Routes to School	
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are Safe Routes to School projects now subject to a match requirement? If yes, how much?	Matching funds are not required for any ATP projects, including Safe Routes to School ATP project types.
Can we collaborate with the school district and the city to install bike enclosures on school sites? is this within the scope of the ATP?	Bicycle facilities must be available to the public 24/7 in order to be eligible.
would SRTS Master Plan for a school district qualify?	Yes, a SRTS Master Plan for a School District is eligible.
Implementation	
QUESTIONS AND COMMENTS	RESPONSE
Non-profits should be encouraged for non-infrastructure projects. Expertise in the outreach and promotion, education, policy change is best accessed in agencies that are usually not traditional transportation agencies. Urge that the master agreement requirements be adjusted to more appropriately accommodate these agencies. This is a recommendation for future cycles, as there is no time to consider this for Cycle II.	Comment forwarded to Office of Implementation for consideration.
The Master Agreement requirement is a large barrier for many non-profits and agencies that want to do non-infrastructure projects. There should be some kind of fall-back or last-resort implementing agency option, or some sort of method to strongly encourage a local city/implementing agency to take on these projects. The current situation puts non-profits at the mercy of local agencies who don't see a benefit to handle the MA tasks.	Master Agreements are required to receive funding under this program. Applicants can partner with other agencies that have Master Agreements.