



## 2019 Bicycle Corridor Improvement Program Call for Projects

Orange County Transportation Authority

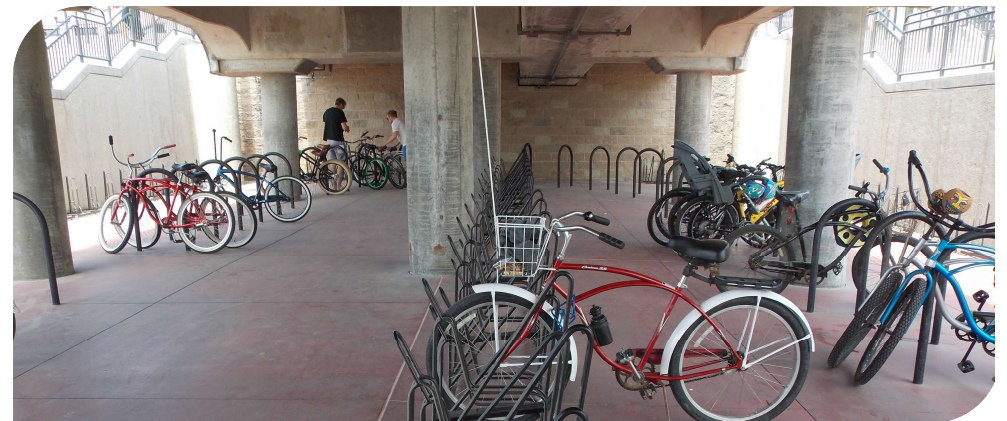
# Agenda

- Goals of the Program
- Funding Availability and Application Types
- Eligibility
- Evaluation Criteria
- Authorization to Proceed (E-76)
- Cooperative Agreements
- Timely Use of Funds
- Schedule
- Reporting
- Application Overview



# Goals

- Improve **air quality** across Orange County
- Increase the number of bicycling and walking **trips**
- Provide regional **linkages** to key destinations
- Close bikeway corridor **gaps**
- Promote **mobility** options by increasing **safety**
- Implement projects with **community** support



# What Changed

- Five Year Program
- Program Split (Application Types)
- Min and Max Request Amount
- Master Plan of Arterial Highways (MPAH)  
Consistency added as a non-weighted criteria
- Cost Effectiveness has been removed
- Need added as a weighted criteria
- Electronic Application Component



# Funding Availability and Application Types



**\$25 million** is available for **Fiscal Years 2019-2020 through 2023-2024**

Eligible **Environmental** phases include:

- Environmental Documentation (in FY 2019-2020 only), and
- Preliminary Engineering (up to 35%)

Eligible **Implementation** phases include:

- Final Design, and
- Right-of-Way: Real Property acquisition and other right-of-way phase work, and
- Construction: Construction and construction management

Application Type	Available Funds	Minimum Request	Maximum Request
Environmental	\$2 million	\$100,000	\$500,000
Implementation	\$23 million	\$200,000	\$4 million

# Eligible Applicants

- 34 Orange County Cities
- County of Orange



# Eligible Projects

## Eligible Projects

- Bicycle Facilities
- Pedestrian projects when included with a larger bicycle project

## Newly Eligible Projects



- Bicycle facility crossing treatments and associated traffic control devices necessary
- Improvements on existing bikeways

# Eligible Projects and Expenditures

- Access enhancements to public transportation
- Shared use paths (Class I)
- Bicycle lanes on roads (Class II and IV)
- Signed pedestrian or bicycle routes (Class III)
- Bicycle parking
- Bicycle repair station (air pump, simple tools)
- Bicycle and pedestrian bridge/overcrossing/undercrossing
- Crosswalks (new or retrofit)
- Paved shoulders for bicyclist and pedestrians
- Sidewalks (when built along with bicycle project)
- Bicycle and Pedestrian specific signs, signals, signal improvements



# Examples of CMAQ-Ineligible Expenditures

Caltrans has notified implementing agencies that the following project features may be ineligible and should assume the use of local funds:

- Landscaping (new or replacement)
- Safety-only features
- ADA compliance
- Recreation-only projects
- Medians
- Storm drains and drainage improvements
- Lighting
- Water fountains
- Projects with revocable lease or license agreements with a useful life less than 20 years

# Evaluation Criteria

## Non-Weighted Criteria

- Air Quality Benefit
- Master Plan of Arterial Highways Consistency
- State and Federal Compliance/Eligibility
- Financial Viability and Technical Capacity

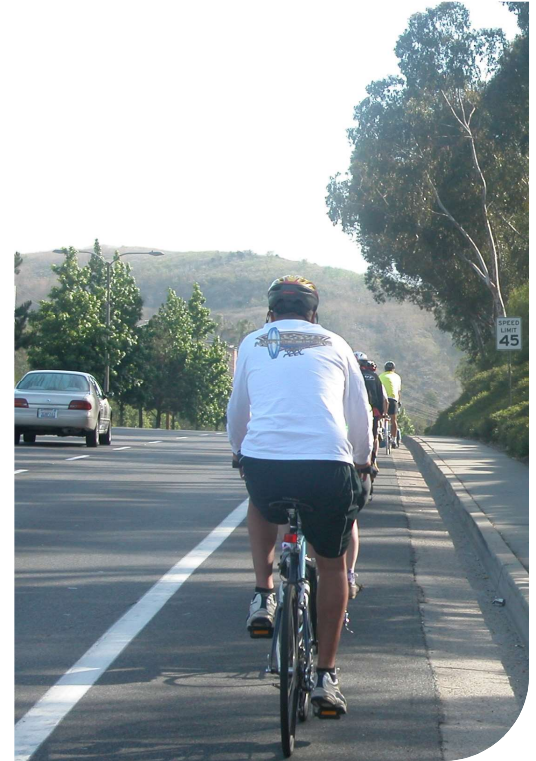


# Evaluation Criteria – Non-Weighted

## Air Quality

- Projects must demonstrate a measurable air quality improvement
- Recommended Methodology: *South Coast Air Quality Management District Methods Program*

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>



# Evaluation Criteria – Non-Weighted

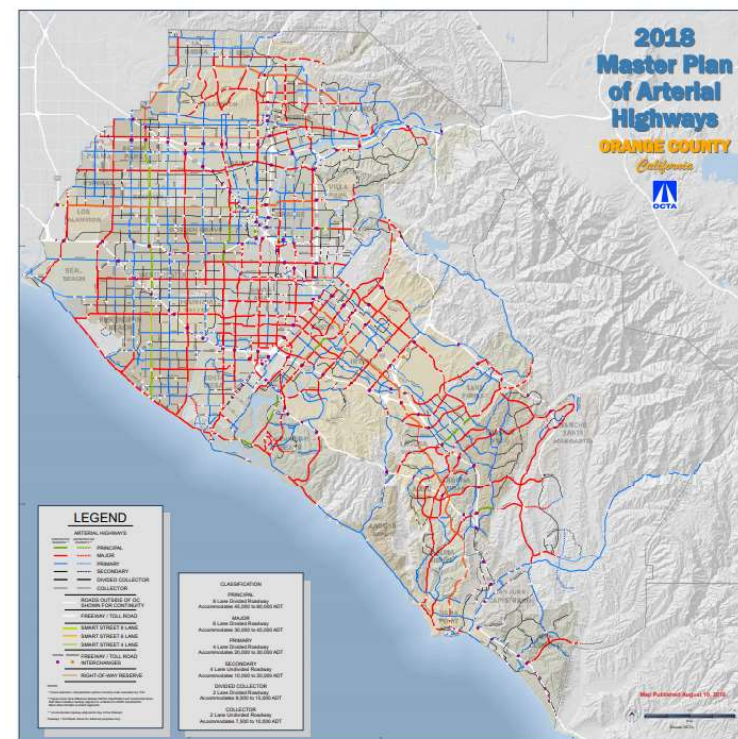
## Master Plan of Arterial Highways Consistency

NEW

Projects located on the Master Plan of Arterial Highways (MPAH) network are subject to the consistency policies in **Section 5 of OCTA's Guidance for the Administration of the MPAH.**

- Projects that require MPAH amendments and are selected for funding will be awarded conditionally.

[https://www.octa.net/pdf/mpah\\_guidlines.pdf](https://www.octa.net/pdf/mpah_guidlines.pdf)



# Evaluation Criteria – Non-Weighted

## State and Federal Compliance

- Comply with CMAQ, Federal, State, and OCTA requirements
- Examples: Buy America, disadvantaged business enterprise, etc.



# Evaluation Criteria – Non-Weighted

## Financial Viability and Technical Capacity

- Ability to manage funds
- Must have sufficient cashflow for project
- Adequate personnel to manage and administer the project



# Evaluation Criteria - Weighted

## Scored Criteria

- Matching Funds
- Coordination
- Need
- Project Readiness
- Safety Enhancements
- Public Participation, Community Outreach and Support

# Weighted Criteria Point Distribution

Scoring Criteria	Environmental Phase Projects	Implementation Phase Projects
	Maximum Points	
Matching Funds	30	15
Coordination	15	15
Need	25	25
Project Readiness	5	20
Safety Enhancements	15	15
Public Participation, Community Outreach and Support	10	10
<b>Total</b>	<b>100</b>	<b>100</b>



# Evaluation Criteria – Weighted

## Matching Funds

- Minimum **12%** local match of each project phase is **required** for all phases
- **Overmatch** is eligible for additional points
- Soft-match or in-kind match are not eligible for the BCIP

Environmental Phase: Up to 30 points  
Implementation Phase: Up to 15 points

# Overmatch Scoring

One point for each additional percent match.

**Environmental / Preliminary Engineering: 30 points available**

- 12% (0 points) through 42% (30 points)

**Implementation Projects: 15 points available**

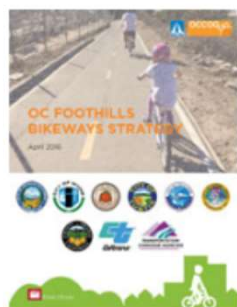
- 12% (0 points) through 27% (15 points)

# Evaluation Criteria – Weighted

## Coordination

- Inclusion in a bicycle plan
- Additional points for projects prioritized in collaborative studies
- Highlight consistency with local & regional planning efforts

Environmental Phase: Up to 15 points  
Implementation Phase: Up to 15 points



# Evaluation Criteria – Weighted

## Need

- Transportation network links (bikeway network, transit, etc. )
- Key destination links (employment centers, activity centers)
- Gap closures
- Forecast demand will be measured using the Bicycle Priority Index Ranking (BPIR) Tool

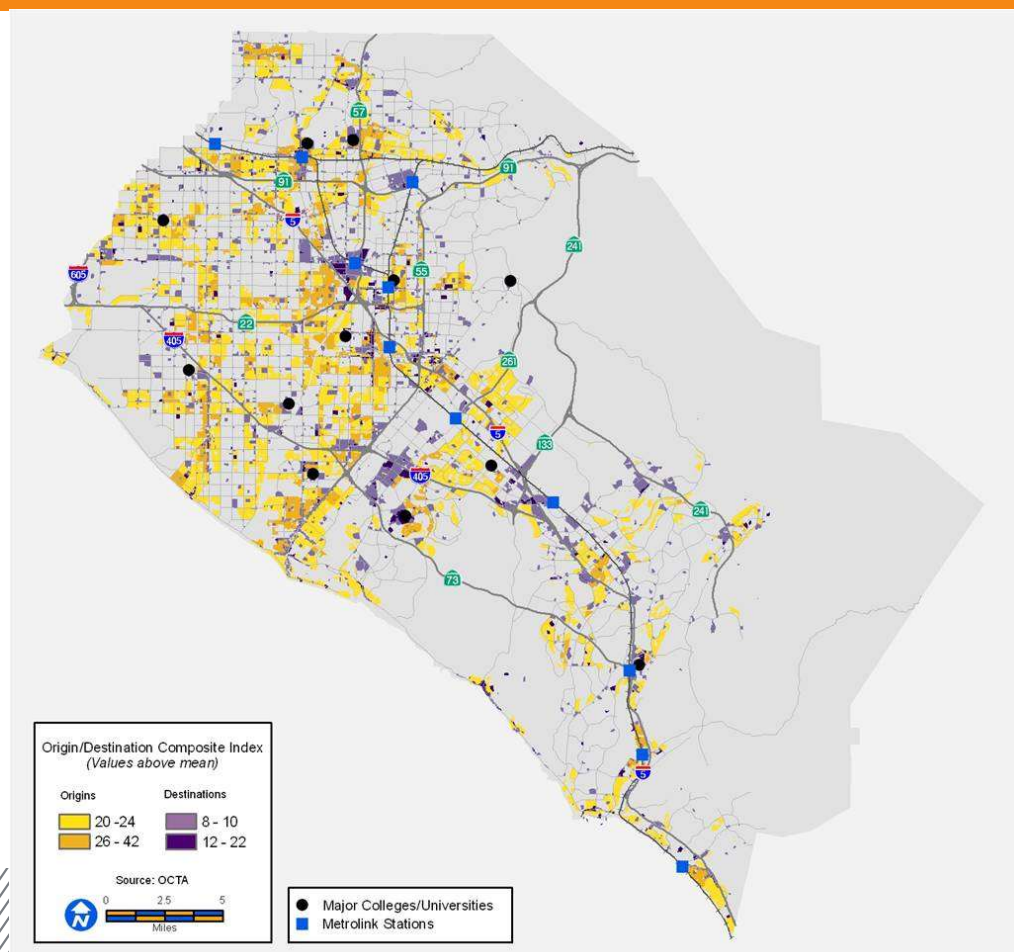


Environmental Phase: Up to 25 points  
Implementation Phase: Up to 25 points

# Bicycle Priority Index Ranking Tool

Factors	
Origins	Population Density (Base)
	Population Growth (2035)
	Pop Density <18 years-old (US Census ACS)
	Land-Use Mix
	Bicycle to Work (US Census ACS)
	Bicycle Network Proximity (Existing)
	Employment Density (Base)
Destinations	Employment Growth (2035)
	Universities/Colleges (Enrollment)
	Metrolink Rail Stations (AM alightings)
	Schools (Elementary, Middle, High School)
	Parks, Local Retail/Public Services
	Bus Stops (PM trips)

# Bicycle Priority Index Ranking Tool



# Evaluation Criteria – Weighted

## Project Readiness

- Priority given to ready to list Construction projects:
  - Completion of California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA)
  - Design Complete
  - Right-of-Way Certified
  - Ready to submit Authorization to Proceed (E-76) to Caltrans
- Points will be given to completion of prior phases of work

Environmental Phase: Up to 5 points  
Implementation Phase: Up to 20 points

# Evaluation Criteria – Weighted

## Safety

### Traffic Injury Mapping System (Statewide Database)

- Short description of injuries and fatalities
- Provide data set and maps



Environmental Phase: Up to 15 points  
Implementation Phase: Up to 15 points



# Evaluation Criteria - Weighted

## Public Participation, Community Outreach, and Agency Support

Include explanation of public participation methodology

- Provide letters of support from public organizations and other agencies



Environmental Phase: Up to 10 points  
Implementation Phase: Up to 10 points

# Weighted Criteria Point Distribution

Scoring Criteria	Environmental Phase Projects	Implementation Phase Projects
	Maximum Points	
Matching Funds	30	15
Coordination	15	15
Need	25	25
Project Readiness	5	20
Safety Enhancements	15	15
Public Participation, Community Outreach and Support	10	10
<b>Total</b>	<b>100</b>	<b>100</b>

# E-76 (Federal Authorization to Proceed)

- E-76 required prior to advertisement
- The E-76 request must be submitted to Caltrans D12 and copied to OCTA by February 1st of the programmed FY.
- Draft E-76 must be provided to OCTA prior to submittal.



# Resolution and Cooperative Agreements

- Authorizing resolutions required from City Council
  - A resolution template is provided and must be used. Any changes in the resolution language will invalidate the application
- Cooperative agreements required
- *Certification and Cooperative Agreement Concurrence* form is required as part of submittal. (Parts 4 and 5)
- Executed agreement is not necessary for E-76, but project must be programmed in the Federal Transportation Improvement Program

# Timely Use of Funds Requirement

- Advertise following E-76 approval
- Contract award within 9 months of E-76 approval
- Invoice Caltrans at least every six months
- Project completion required within 36 months of the E-76 approval (FHWA) OCTA requires semi-annual and final reports

## Time Extensions

- Considered on a case-by-case basis
  - Submitted in letter format and contingent on OCTA Board approval
- No time extensions for environmental phases

# Scope Changes and Cost Savings

## Scope Changes

- Considered on a case-by case basis
  - Submitted in letter format and contingent on OCTA Board approval

## Cost Savings

- Savings will be returned proportionally to approved match contribution rate



# Submittal Requirements

The application submittal must include:

- One unbound original paper copy in 8 ½ x 11. Parts 1 through 5 must be no more than 20 pages long. Exhibits are not limited in size.
- One electronic copy submitted on the OCTA State and Federal Call for Projects Database

## **Five Parts:**

1. General Project Information
2. Funding
  - a. General Funding Information
  - b. Funding Detail (Engineer's Estimate)
3. Evaluation Criteria
  - a. Non-Weighted
  - b. Weighted
4. Certification
5. Cooperative Agreement Concurrence

# Schedule for BCIP

<b>BCIP Application Deadline</b>	<b>November 15<sup>th</sup> 2018 by 4:00 PM</b>
OCTA Staff and BCIP Advisory Panel Review	November 16 <sup>th</sup> – January 25 <sup>th</sup>
Resolution Deadline	December 31, 2018
Regional Planning and Highways Committee Approval of Projects	March 2019 (estimated)
OCTA Board Approval	March 2019 (estimated)
Cooperative Agreement Execution	Varies
E-76 Submittal to Caltrans	February 1 of Fiscal Year Programmed
E-76 Obligation Deadline	May 1 of Fiscal Year Programmed



# Reporting Requirements

- Local agency must submit to OCTA by the 30<sup>th</sup> day of March and September **semi-annual progress reports**, for the prior six months.
- Once a project is complete, the local agency must submit a **final report** package 90 days following Caltrans issuance of final payment. The final report package should include at minimum:
  - Signed OCTA Final Report Form
  - Proof of Payment (Invoices, cancelled checks, general ledger, etc.)
  - Project Notice of Completion
  - Before and After Photos of the Project Site

*Reporting templates and reporting schedules are available on the BCIP webpage.*

# Resources

## OCTA BCIP Resource Page

- <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/BCIP-Call-For-Projects/>

## OCTA State and Federal Calls for Projects Database

- <https://octa.sharepoint.com/sites/ECM/ocft/SitePages/Home.aspx>

## Air Resources Board Cost Effectiveness Tool (Air Quality)

- <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

## Traffic Injury Mapping System (Safety)

- <http://tims.berkeley.edu/>

# Contacts

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