



AGENDA

Technical Advisory Committee

Committee Members

Ken Rosenfield, Chair
Tom Wheeler, Vice-Chair
Nasser Abbaszadeh, City of Laguna Niguel
George Alvarez, City of San Juan Capistrano
Jim Biery, City of Buena Park
Khalid Bazmi, County of Orange
Michael Belnap, City of La Palma
Delfino Consunji, City of Brea
Mark Chagnon, City of Mission Viejo
Bill Cameron, City of San Clemente
Stephanie Camorlinga, City of Stanton
Doug Dancs, City of Cypress
Joe DeFrancesco, City of Orange
Luis Estevez, City of Placentia
Brad Fowler, City of Dana Point
William Galvez, City of Santa Ana
Manuel Gomez, City of Irvine
Travis Hopkins, City of Huntington Beach
Don Hoppe, City of Fullerton
Dave Hunt, City of Los Alamitos
Michael Ho, City of Seal Beach
Akram Hindiyeh, City of Villa Park
Chris Johansen, City of La Habra
Mark Lewis, City of Fountain Valley
E. Maximous, City of Rancho Santa Margarita
Natalie Meeks, City of Anaheim
Ernesto Munoz, City of Costa Mesa
William Murray, City of Garden Grove
Shaun Pelletier, City of Aliso Viejo
Doug Reilly, City of Laguna Woods
Doug Stack, City of Tustin
Christina Templeton, City of Laguna Beach
David Webb, City of Newport Beach
Rick Yee, City of Yorba Linda
Marwan Youssef, City of Westminster

Orange County Transportation Authority
600 South Main Street, Room 103/104
Orange, California
January 27, 2016 1:30 p.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5673, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems



AGENDA

Technical Advisory Committee

to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order and Self Introductions

Consent Calendar Items

All items on the Consent Calendar are to be approved in one motion unless a Technical Steering Committee member requests separate action on a specific item.

- 1. Approval of October 28, 2015 Technical Advisory Committee Minutes – pg. 5**
- 2. Approval of the December 10, 2015 Special Technical Advisory Committee Minutes – pg.8**

Regular Calendar Items

- 3. Bicycle Corridor Improvement Program Call for Projects – pg. 12**
Louis Zhao

Overview

The Orange County Transportation Authority Board of Directors will consider issuing a Bicycle Corridor Improvement Program 2016 Call for Projects in February 2016. Staff is presenting guidelines for the Technical Steering Committee and the Technical Advisory Committee review and comment.

Recommendation

- A. Review and provide comments to the guidelines for the Bicycle Corridor Improvement Program 2016 Call for Projects.
- B. Recommend approval of the Bicycle Corridor Improvement Program Guidelines to the Orange County Transportation Authority Board of Directors.

Discussion Items

- 4. Active Transportation Legislative Update – pg. 55**
Paul Martin



Overview

Recent legislation has been passed within the State of California affecting electronic skateboards and bikes, creation of a new bikeway classification and providing flexibility to local jurisdictions for bikeway standards, and expansion of diversion programs.

Recommendation

Receive and file as an information item.

5. Correspondence

OCTA Board Items of Interest

- Monday, December 14, 2015
http://atb.octa.net/agendapdfsite/2038_SynopsisH.pdf
 - Item 2: Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program
 - Item 11: Active Transportation Update
 - Item 12: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations
 - Item 13: California Road Charge Pilot Program Update
 - Item 21: 2016 Technical Steering Committee Membership
 - Item 22: Comprehensive Transportation Funding Programs Semi-Annual Review – September 2015
 - Item 23: Measure M2 Quarterly Progress Report for the Period of July 2015 through September 2015 and Ten-Year Review Update
 - Item 30: Anaheim Rapid Connection Ad Hoc Committee Discussion

- Monday, January 11, 2016
http://atb.octa.net/agendapdfsite/2116_SynopsisH.pdf
 - Item 11: Amendment to the Master Plan of Arterial Highways
 - Item 15: Measure M Closeout and Quarterly Update
 - Item 16: Countywide Pavement Management Plan Guidelines Updates
 - Item 17: Measure M2 Environmental Mitigation Program Update
 - Item 18: Fiscal Year 2015-16 Measure M2 Annual Eligibility Review
 - Item 20: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

Announcements by Email

- 2016 CTFP Call for Projects Application Deadline – *sent October 19, 2015*
- 2016 CTFP Call for Projects Application Deadline is TODAY! – *sent October 23, 2015*



AGENDA

Technical Advisory Committee

- October 28, 2015 Technical Advisory Committee Meeting Agenda – UPDATE - sent October 26, 2015
- November 12, 2015 Senate Bill 743 Working Group Meeting Agenda – sent October 29, 2015
- REMINDER – November 12, 2015 Senate Bill 743 Working Group Meeting Agenda – sent November 10, 2015
- CANCELLED: November 25, 2015 Technical Advisory Committee Meeting – sent November 18, 2015
- Save the Date: Project V Workshop and 2016 Draft OCTA Bus Service Plan – sent November 19, 2015
- 2016 Community Based Transit Circulators Program (Project V) Call for Projects – sent November 24, 2015
- December 9, 2015 Technical Advisory Committee – CANCELLATION NOTICE – sent December 1, 2015
- December 10, 2015 Special TAC Agenda – sent December 4, 2015
- OCTA Prequalification of Pavement Inspectors – Deadline January 29, 2016 – sent December 16, 2015
- 2016 Bicycle Corridor Improvement Program – sent December 23, 2015
- January 13, 2016 Technical Steering Committee Meeting Agenda – sent January 7, 2016

6. Committee Comments

7. Local Assistance Update

8. Staff Comments

- California Statewide Local Streets and Roads Needs Assessment – Harry Thomas

9. Items for Future Agendas

- Comprehensive Transportation Funding Programs Call for Projects – February 2016
- Schedule of Ongoing Calls for Projects

10. Public Comments

11. Adjournment

The next regularly scheduled meeting of this Committee will be held at 1:30 p.m. on Wednesday, February 24, 2016, at the OCTA Headquarters.



MINUTES

Technical Advisory Committee

October 28, 2015

Voting Representatives Present:

Chris Tanio City of Aliso Viejo
Natalie Meeks City of Anaheim
Steve Kooyman City of Brea
James Biery City of Buena Park
Raja Sethuraman City of Costa Mesa
City of Cypress
County of Orange
City of Dana Point
Mark Lewis City of Fountain Valley
City of Fullerton
City of Garden Grove
Travis Hopkins City of Huntington Beach
Manuel Gomez City of Irvine
Chris Johansen City of La Habra
Kanwal Singh City of La Palma
City of Laguna Beach
Ken Rosenfield City of Laguna Hills
Nasser Abbaszadeh City of Laguna Niguel
Akram Hindiyeh City of Laguna Woods
Tom Wheeler City of Lake Forest
City of Los Alamitos
City of Mission Viejo
Mark Vukojevic City of Newport Beach
Frank Sun City of Orange
City of Placentia
E. Maximous City of Rancho Santa Margarita
City of San Clemente
City of San Juan Capistrano
Taig Higgins City of Santa Ana
City of Seal Beach
Stephanie Camorlinga City of Stanton
Doug Stack City of Tustin
Akram Hindiyeh City of Villa Park
Marwan Youssef City of Westminster
Michael Wolfe City of Yorba Linda
Caltrans

Guests Present:

Tom Bonigut, City of San Clemente
Dan Candelria, Garden Grove
Natasha Debe, Arcadais
Ray Faraz, Caltrans
Fiona Man, County of Orange
Hugo Pineda, Count of Orange
Ben Siegel, City of Laguna Beach

Staff Present:

Kameron Altar
Kurt Brotcke
Adriann Cardoso
Sam Kaur
Roger Lopez
Harry Thomas



MINUTES

Technical Advisory Committee

October 28, 2015

Meeting was called to order by Mr. Ken Rosenfield at 1:30 p.m. Vice-Chair Rosenfield announced that Chair Hopkins would not be able to attend the meeting.

Self-Introductions

CONSENT CALENDAR ITEMS

1. **Approval of Minutes for September 23, 2015** (*Lewis/Stack*)
2. **Fiscal Year 2015-16 Maintenance of Effort Eligibility Review** (*Lewis/Stack*)

REGULAR ITEMS

3. **Proposed 2016 Technical Steering Committee Membership**

Mr. Roger Lopez introduced the item to the committee. Mr. Lopez reviewed the background behind the Technical Steering Committee (TSC) and Technical Advisory Committee and the positions making up each committee. Mr. Lopez focused on the makeup of the TSC and informed the committee that six of the nine positions on the committee were open for consideration. Mr. Lopez reviewed the process to fill the positions and the requested action for the committee to take.

There was no discussion.

The committee approved the proposed 2016 Technical Steering Committee membership roster. (Lewis/Meeks)

4. **Comprehensive Transportation Funding Programs Semi-Annual Review – September 2015**

Ms. Sam Kaur introduced the item to the committee. Ms. Kaur reviewed the background and reasoning for the Semi-Annual Review and directed attention to Attachment A and Attachment B of the report. Ms. Kaur reviewed the adjustments, which included one advance request, two cancellations, two timely-use of funds extension requests for Local Fair Share funds, twenty-five timely-use of funds extension requests for Comprehensive Transportation Funding Program projects, and thirteen scope changes.

Mr. Rosenfield inquired about the funding availability for the advance request from the City of Irvine.

Ms. Kaur explained that the funding was available and adjusted for inflation.

Mr. Gomez requested clarification of the reasoning behind adjusting the match rate for the County of Orange.

Ms. Kaur explained that the match rate for Phase 1 was 22 percent and Phase 2 at 48 percent, after staff reviewed the request, the 30 percent match was calculated for the combined phases. Ms. Kaur stated that the funding remained the same.

There was no further discussion.



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Technical Advisory Committee

October 28, 2015

The committee approved the recommended adjustments to the Comprehensive Transportation Funding Program project allocations. (Wheeler/Stack)

5. Countywide Pavement Management Plan Guidelines Update

Mr. Harry Thomas introduced the item to the committee. Mr. Thomas reviewed the background and history of the guidelines with the committee and explained that this will be the third update to the guidelines. Mr. Thomas focused on the recommended adjustments, which included Section 2.6 Acceptability Criteria, adding the Pavement Management Plan Agency Submittal Checklist to Chapter 3, and adding Appendices A, D, and E to the guidelines. Mr. Thomas explained that additional minor revisions were made for internal consistency. Mr. Thomas announced training sessions for the Pavement Inspection Training Workshop to be held on November 11, 2015 and November 12, 2015.

There was no further discussion.

The committee approved proposed changes to the Pavement Management Plan guidelines, as presented. (Gomez/Wheeler)

6. Correspondence

- OCTA Board Items of Interest – See Agenda
- Announcements Sent by Email – See Agenda

7. Committee Comments

- Mr. Ken Rosenfield announced that represented ASCE at the June 2015 special legislative session committee on transit funding and made comments to the committee.
- Mr. Ken Rosenfield announced to the committee that the TAC meeting would be the final meeting for Mr. Roger Lopez, who would be leaving M2 Local Programs and joining LOSSAN.

8. Local Assistance Update

- Mr. Ray Faraz reported to the committee that a workshop was held earlier in the day for funding projects such as APM projects. Mr. Faraz reminded the committee that when local agencies use federal funds to follow the guidelines associated with those funds.

9. Staff Comments

- M2 Amendment resulting from Ten-Year Review and public hearings scheduled for November 19, 2015 and December 14, 2015 – Tamara Warren.
- M2 Construction Signage Reminders – Roger Lopez
- SB-743 Workshop planned for November 12, 2015 at 1:30 p.m.– Kurt Brotcke

10. Items for Future Agendas

11. Public Comments

12. Adjournment at 2:14 p.m.



MINUTES Special Technical Advisory Committee

December 10, 2015

Voting Representatives Present:

Shaun Pelletier City of Aliso Viejo
 City of Anaheim
 City of Brea
 City of Buena Park

Raja Sethuraman City of Costa Mesa
 City of Cypress
 County of Orange

Brad Fowler City of Dana Point

Temo Galvez City of Fountain Valley
 City of Fullerton
 City of Garden Grove
 City of Huntington Beach
 City of Irvine

Chris Johansen City of La Habra
 City of La Palma
 City of Laguna Beach

Ken Rosenfield City of Laguna Hills

Nasser Abbaszadeh City of Laguna Niguel

Douglas Reilly City of Laguna Woods
 City of Lake Forest

Steven Mendoza City of Los Alamitos

Mark Chagnon City of Mission Viejo
 City of Newport Beach
 City of Orange
 City of Placentia

E. Maximous City of Rancho Santa Margarita
 City of San Clemente

George Alvarez City of San Juan Capistrano
 City of Santa Ana
 City of Seal Beach
 City of Stanton
 City of Tustin
 City of Villa Park

Marwan Youssef City of Westminster
 City of Yorba Linda
 Caltrans

Guests Present:

Heather Allen, City of Fullerton
 Bob Statchelsted, City of Huntington Beach
 Tom Tomon, City of Laguna Beach
 David Rose, City of Lake Forest
 Brenda Wisneski, City of Newport Beach
 Jen Rosales, City of San Clemente
 Kerry Ferguson, City of San Juan Capistrano
 Cesar Rangel, City of Seal Beach
 Krys Schivnar, City of Tustin
 Adolfo Ozaeta, City of Westminster
 Jevée Tagarao, City of Yorba Linda
 Mike Granada, County of Orange
 Charles Kim, County of Orange
 Sam Vti, County of Orange
 Kelly Jiminez, Supervisor Bartlett's office

Staff Present:

Kameron Altar
 Kurt Brotcke
 Ellen Burton
 Adriann Cardoso
 Gary Hewitt
 May Hout
 Sam Kaur



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Special Technical Advisory Committee

December 10, 2015

Meeting was called to order by Mr. Kurt Brotcke at 2:04 p.m. Mr. Brotcke welcomed the committee members and public to the Special Meeting of the Technical Advisory Committee.

Self-Introductions

Discussion Items

1. Proposed 2016 Bus Service Plan Overview

Mr. Brotcke introduced Mr. Gary Hewitt to the committee to present the Proposed 2016 Bus Service Plan Overview. Mr. Hewitt gave a PowerPoint presentation that included the history, goals, recommendations, Service Performance Index, rider impacts, and schedule involved with the plan.

Mr. Maximous asked about the outreach efforts in areas where reduced bus service was recommended.

Ms. Burton informed the committee that staff attended community meetings to tailor the outreach to the different areas. Ms. Burton welcomed suggestions for outreach and stated that customers in outer areas were interested in out-of-the-box ideas for their transportation needs.

Mr. Hewitt stated that many riders were subscribed to a email list to be updated on changes to bus service.

Mr. Sethuraman stated that Orange Coast College is serviced by one bus line and inquired about the type of outreach done for those customers.

The Honorable Laurie Davies asked about the length of the route that is proposed to be eliminated that serves Orange Coast College.

Mr. Hewitt stated that the route is 20 miles long.

Ms. Davies emphasized that the bus route serves the City of Laguna Niguel to Saddleback College, as well.

Mr. Alvarez inquired about senior housing outreach.

Ms. Burton requested contact information for specific senior housing local agencies feel will be impacted by the proposed changes to bus service.

Mr. Stachelsted inquired about how staff decides a bus line is to offer infrequent service.

Mr. Hewitt explained that new bus routes start with service every 30 to 60 minutes and service is adjusted based on demand. Mr. Hewitt explained that there are formulas that can be used to determine the impact of increasing frequency to a route.

Ms. Davies asked if outreach at bus stops was included in the efforts to reach more customers.

Ms. Burton explained that ambassadors are tasked with handing out information at bus stops.



MINUTES

Special Technical Advisory Committee

December 10, 2015

Mr. Sethuraman asked if the information handed out at bus stops was available for committee members.

Mr. Brotcke encouraged the committee to contact Mr. Hewitt with requests.

Mr. Hewitt informed the committee that the information is also available on the OCTA website.

Mr. Statchelsted inquired about the timeline for the change in bus service, as the proposed changes may influence Project V applications from local agencies.

Mr. Brotcke encouraged the committee to complete Project V applications if there is a project the local agencies wish to provide. There is an aggressive schedule for the 2016 Bus Service Plan and staff expects to start implementations in June and October of 2016.

Mr. Mendoza asked if there are special notifications for eliminations along service routes.

Ms. Burton stated that the customers are receiving the same notifications and providing feedback.

Mr. Brotcke stated that more outreach is planned as the plan moves forward.

Mr. Reilly stated that the impression from the presentation is building current services by looking at ways to maximize ridership. Mr. Reilly asked about investigating routes to workplaces and high speed service from south county locations to the Irvine Spectrum.

Mr. Brotcke stated that staff is working to serve areas in need of service and new projects requiring new funding are put on hold at this time.

There was no further discussion.

The committee received the presentation as an information item.

2. Project V Workshop

Ms. Sam Kaur introduced the item to the committee. Ms. Kaur gave a PowerPoint presentation that reviewed the the funds available for the 2016 call for projects, matching requirements, eligible and ineligible expenses, performance measures, and encouraged local agencies to pursue the Planning option for funding for studies to see what services would be best. Ms. Kaur stated that the Planning option had funding for up to \$50,000 per agency. Ms. Kaur directed attention to the funding application and reviewed each section for the committee. Ms. Kaur reviewed the changes to performance measures and guideline changes that allowed for more flexibility. Ms. Kaur announced that applications are due February 29, 2016.

Mr. Brotcke stated that a change to the guidelines allowed for nominal fare to cover the match required, which may be a good option for low-cost transportation needs.

Mr. Galvez asked about the application process for the Planning funding for Project V.

Ms. Kaur directed attention to page 3 of the guidelines, which requests a scope of work, goals, and objectives from local agencies.



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Special Technical Advisory Committee

December 10, 2015

Mr. Galvez asked if there would be a quantitative application or if it would be just the requested documents, and asked how staff planned to make decisions based on non-measurable applications.

Mr. Brotcke stated that only one local agency had expressed interest in receiving Planning funding and encouraged other local agencies to submit the paperwork requested in the guidelines so staff can work with each agency more closely.

Mr. Wolfe asked about involvement with private agencies.

Ms. Kaur stated that partnerships would be accepted, with the local agency acting as the lead for the project.

Mr. Hewitt emphasized that the key for projects is that the service is open to the public.

Mr. Wolfe asked if local agencies could partner with developers.

Ms. Kaur stated that staff would be open to applications involving a partnership with developers.

Mr. Alvarez asked if seasonal services would be able to receiving funding by early June.

Ms. Kaur reminded the committee that the 2016 call for projects is for the upcoming fiscal year, so funding would not be available until July 2016.

Mr. Statchelsted asked if the preference is for OCTA to offer the services for Project V.

Mr. Brotcke encouraged local agencies to speak with staff to review implementation plans.

Mr. Abbaszadeh inquired about the plan for Project V funding after seven years.

Mr. Brotcke stated that the funding cycle is currently set at seven years but there is no policy for reviewing funding for funding projects and the Board of Directors have not had the opportunity to review the policy.

Ms. Kaur emphasized that seven years is the typical life of the vehicles used in this type of program.

Mr. Mendoza requested clarification on programs that are “operated by OCTA.”

Mr. Hewitt stated that there is currently a Project V service operated by OCTA in Laguna Hills where OCTA hires the drivers for the service. The City of Laguna Hills determines the route and service planning aspects of the program, which would be similar to partnering with a private company.

Mr. Brotcke reminded the committee to meet with staff if there are questions regarding Project V.

There was no further discussion.

The committee received the presentation as an information item.

3. Public Comments

4. Adjournment at 3:15 p.m.



January 27, 2016

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Bicycle Corridor Improvement Program 2016 Call for Projects

Overview

The Orange County Transportation Authority Board of Directors will consider issuing a Bicycle Corridor Improvement Program 2016 Call for Projects in February 2016. Staff is presenting guidelines for the Technical Steering Committee and the Technical Advisory Committee review and comment.

Recommendation

- A. Review and provide comments to the guidelines for the Bicycle Corridor Improvement Program 2016 Call for Projects.
- B. Recommend approval of the Bicycle Corridor Improvement Program Guidelines to the Orange County Transportation Authority Board of Directors.

Background

Congestion Mitigation and Air Quality Program Improvement Program (CMAQ) funds are made available through Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing Americas Surface Transportation (FAST) Act. The CMAQ funds are apportioned to counties that are in non-attainment areas that do not meet current air quality standards including Orange County. MAP-21 authorizes federal transportation funding through federal fiscal year (FFY) 2015-2016 and FAST authorized federal transportation funding through FFY 2019-2020.

In December 2014, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Capital Programming Guidelines (CPG) which again included the use of 10 percent of annual CMAQ program funds for bicycle and pedestrian projects. The OCTA is moving forward with a call for projects (Call) now based on the amount of CMAQ apportionment that is anticipated to be available to ensure that projects will be ready to proceed in FFY 2016-2017 through FFY 2017-2018.

Discussion

Approximately \$20 million will be made available for the Bicycle Corridor Improvement Program (BCIP) 2016 Call to fund projects in FFY 2016-2017 through FFY 2017-2018. Based on information collected during the BCIP 2012 Call and BCIP 2014 Call, the guidelines have been updated. The BCIP Guidelines and Procedures are provided in Attachment A. The proposed BCIP 2016 Call OCTA Application form is provided in Attachment B. A summary of changes to the application are listed in Attachment C. The guidelines include the following key provisions:

- Eligible projects (projects that are beginning a phase of work in FFY 2016-2017 and FFY 2017-2018) include: Bicycle facilities and bicycle trails
- Eligible applicants: 35 local agencies (cities and County of Orange)
- Funding:
 - \$20 million in CMAQ is available for the BCIP 2016 Call
 - \$3 million grant per project (maximum per project submittal)
 - \$100,000 minimum grant per phase
 - 12 percent local match per phase
 - Funds are reimbursable following proof of expenditures
- Project selection is based on the following criteria:
 - State and Federal Compliance
 - Financial Viability and Technical Capacity
 - Air Quality
 - Coordination demonstrated through Planning Documents
 - Connectivity, Relationships, and Priority
 - Project Readiness
 - Cost-Benefit
 - Safety Enhancements
 - Public Participation
- Provisions of use/timely use of funds
 - Specific deadlines for submittal of documents required for Federal Highways Administration approval for obligation of funds
 - Contract award within nine months of obligation of funds
 - Adherence to California Department of Transportation Local Assistance procedures
 - Semi-annual project status reports

Staff presented the draft guidelines and application to the Technical Steering Committee for review and comment. The comments received and staff responses are provided in Attachment D.

Next Steps

Staff will convene an advisory panel to assist with the review and ranking of applications. The panel may include one representative from South Coast Air Quality Management District, the Orange County Bicycle Coalition, OCTA staff and two representatives from OCTA's Technical Advisory Committee.

- February 8, 2016 – Expected Board approval for issuance of BCIP 2016 Call
- February 15, 2016 – BCIP 2016 Call workshop
- April 1, 2016 – Applications due to OCTA
- April through June 2016 – Review and rank applications
- July 11, 2016 – Board approval of program of projects

Summary

Approximately \$20 million will be made available for the Bicycle Corridor Improvement Program for fiscal year 2016-2017 through fiscal year 2017-2018. Staff is seeking comments and a recommendation for Orange County Transportation Authority Board of Directors' approval from the Technical Steering Committee and the Technical Advisory Committee on the guidelines prior to proceeding to the Orange County Transportation Authority Board of Directors for the issuance of a call for projects to program these funds for bicycle facilities.

Attachments

- A. Program Guidelines and Procedures - Bicycle Corridor Improvement Program (BCIP) - 2016 Call for Projects - Orange County Transportation Authority Application Guidelines and Procedure
- B. Bicycle Corridor Improvement Program (BCIP) Application Form
- C. Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects – Summary of Changes
- D. Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects – Technical Steering Committee Comments



Bicycle Corridor Improvement Program *2016 Call for Projects*

Orange County Transportation Authority Guidelines and Procedures

PURPOSE AND AUTHORITY

The Bicycle Corridor Improvement Program (BCIP) is funded using federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) authorized under Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST). The CMAQ program provides funding through annual appropriations to Orange County to be used for transportation-related projects that reduce congestion and improve air quality. The Orange County Transportation Authority (OCTA) is responsible for selecting regionally significant projects for Orange County and working with the California Department of Transportation (Caltrans) in administering selected projects. On December 8, 2014 the Board of Directors (Board) adopted the Capital Programming Guidelines which include a ten percent set aside of CMAQ funds for bicycle and pedestrian projects that are ready to go as determined through competitive calls for projects.

The goals of the BCIP are to:

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

Applications are due April 1, 2016 by 4:00 PM. See page 9 for submittal information.

BCIP GRANTS

Each BCIP grant will be a minimum of \$100,000 in CMAQ funds per phase of work. The total project maximum is limited to \$3 million in total CMAQ funds. However, projects requiring more than \$3 million can be segmented into smaller phases and submitted as individual projects. The BCIP 2016 Call for Projects covers FY 2016-17 through 2017-18 and is funded using 10 percent of OCTA's annual CMAQ apportionment, prior project savings, and five percent over programming, currently estimated to be approximately \$20 million. Funding levels may change contingent on distribution of CMAQ through the new

federal FAST Act. All projects must provide a measureable air quality benefit and are subject to Caltrans review before and after OCTA project selection.

ELIGIBLE APPLICANTS

Eligible applicants include the 35 local government agencies in Orange County. Eligible agencies must be able to receive federal funding through OCTA, and must be able to provide authorizing resolutions and cooperative agreements from their controlling bodies or through Caltrans as a direct recipient of Federal Highway Administration (FHWA) funds. Two or more eligible local agencies may participate together on a project. Additionally, non-profit organizations may also nominate projects through an eligible local agency that is willing and able to take on the responsibility for implementing and maintaining the project.

BCIP ELIGIBLE PROJECTS

Applicants can receive funding for bicycle facility projects that have a measureable air quality improvement. If project eligibility is not clear, the local agency will be asked to provide reasoning and an eligibility determination will be made by OCTA and/or Caltrans. Final approval is contingent upon Caltrans and FHWA eligibility determination. Examples of eligible projects include, but are not limited to the following:

- New bicycle (Class I, Class II, Class III) or multi-use facilities
- Bicycle boulevard and sharrows
- Bicycle racks, lockers, and parking
- Bicycle crossings and associated traffic control devices necessary for the function of the bicycle facility, consistent with CMAQ requirements
- Improvements on existing bicycle facilities
- Pedestrian improvements when constructed with bicycle facilities

All projects must comply with CMAQ requirements and provide a measureable air quality benefit.

Capital construction projects must be constructed on public right-of-way or include a lease agreement with a minimum of 20 years from the property owner. License agreements are not valid.

ELIGIBLE EXPENDITURES

Eligible project activities include final design, right-of-way acquisition, or capital improvements. Maintenance and/or rehabilitation work is not an eligible expenditure, nor are capital projects with a life of less than 5 years or one-time temporary improvements. If project is a Class I facility, minimum useful life of 20 years is required.

Only direct project costs are eligible for reimbursement. The local agency may retain consultants after satisfying federal and state requirements for selecting consultants (See Chapter 10 and Chapter 15 of the Caltrans Local Assistance Procedures Manual). Eligible expenditures include:

- Final design, and
- Real property acquisition, and
- Construction and construction management costs associated with conducting an eligible activity.

BCIP funds are not to be used for planning, environmental phase, environmental compliance/mitigation, design through environmental, and/or developer obligations.

BCIP project activities utilize public funds. These funds are to be used for facilities that are in public ownership for public use. Improvements to private property and commercial facilities are not eligible, even though they may include properties for public use or those owned by a public not-for-profit corporation.

LOCAL MATCH REQUIREMENT

A minimum local match of twelve (12) percent of each project phase cost is required for each grant application. The match may consist of local dollars, state dollars, non-transportation federal dollars, or private funding. Federal transportation funds are not an eligible match.

Overmatch. Local agencies may provide an “overmatch” for the project; that is, they can contribute additional match dollars beyond the 12 percent match requirement. Local agencies will receive additional points in the evaluation process for providing matching funds above the minimum requirement. Additionally, administering agencies must commit to cover any cost overruns. Any work not eligible for federal CMAQ reimbursement must be funded through other means by the administering local agency and will not count as part of the match requirement. These non-federally eligible items should be included in the grant application.

Reimbursements. The BCIP uses federal CMAQ program funds that are reimbursable through FHWA via Caltrans. Local agencies are expected to finance their projects as they proceed. Eligible expenditures — based on the local match rate/percentage provided for each phase and up to the ceiling of the federal funding share — will be reimbursed in arrears with an acceptable invoice based on the match rate proposed in the original grant application.

Soft-Match Provisions. “Soft-match” and “in-kind match” refers to instances where the values of activities accomplished not verifiable or directly related to the project are credited towards the non-federal share (match) of the project (an example of these are administrative costs). Soft-match or in-kind match are not eligible for the BCIP.

Scope Reductions and Cost Savings. If the local agency reduces the scope of an approved project or the project phase experiences cost savings, a reduction in BCIP funds must be applied proportionally to maintain the approved local match percentage.

MINIMUM REQUIREMENTS AND EVALUATION CRITERIA (Screening Criteria)

BCIP grant applications will be screened before they are reviewed and scored in order to determine their project eligibility (See Part 3 of the BCIP grant application). Local agencies should consider the following elements when submitting their proposals. Each BCIP project nomination can receive a maximum of 100 points. (See summary of point distribution in the BCIP grant application.)

- A. **State and Federal Compliance.** Projects must comply with CMAQ, NEPA, federal, state, and OCTA requirements. Projects must be consistent (or not inconsistent) with federal, state, regional or local land use policies and regional transportation plans, goals, and other policies. Projects must also conform to the Americans with Disabilities Act and Buy America Provisions in MAP-21 and FAST.
- B. **Financial Viability and Technical Capacity.** The local agency must have the ability to meet financial processing requirements, have sufficient levels of funding to provide an adequate cash flow for the project, and be able to provide adequate personnel and technical capacity to manage and administer the project. Additionally, the administering agency must follow the federal procurement and federal contract administration requirements which will be included in the cooperative agreement signed by OCTA and the administering agency.
- C. **Air Quality.** Projects must demonstrate a measurable improvement in air quality. Local agencies must provide air quality measures with their application using the California Air Resource Board South Coast Methods Program software. A summary page must be attached to the application. The software can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>. Projects will be scored on a pass or fail basis. The burden to explain the air quality calculations and measures will be the responsibility of the applicant agency.
- D. **Coordination.** Projects must be in an adopted plan or the OCTA Commuter Bikeway Strategic Plan (CBSP). Examples of plans that demonstrate coordination include, but are not limited to, the Orange County Master Plan of Trails, local agency bicycle plan, OCTA Regional Bike Plans, and Safe Routes to Schools Plans. Additional consideration will be given to projects prioritized as part of a multi-jurisdictional collaborative strategy or similar effort.
- E. **Connectivity, Relationships, and Priority.** Projects must have at least one direct relationship to streets, pedestrian facilities, and/or the transit system in order to demonstrate a direct relationship to surface transportation. This relationship may be one of function, proximity, or impact.

Projects should enhance regional connectivity which is defined by the following activities: connecting existing bicycle and pedestrian commuter corridor facilities through gap closures or contributing to discontinuous segments, creating access, improving bicycle mobility, and increasing connections to employment and activity centers. In addition, bicycle projects that also include improvements to pedestrian mobility are encouraged. For a map of existing bikeways, please see Appendix 1.

Projects will be ranked and scored based on the Bikeway Priority Index Ranking (BPIR) after application submittal. The BPIR is an internal OCTA model that analyzes factors that may attract or discourage potential bike usage. Factors include population density, employment density, and certain conditions or uses (such as geographic features, schools, transit stops, etc. near the proposed project). Submittal of a Geographic Information System (GIS) shape file, detailed map, and exact project location are required for OCTA to process the project through the BPIR. For more information, please see Appendix 2.

- F. **Project Readiness.** Priority will be given to projects that can or will meet federal ready-to-list requirements for construction. This includes completion of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, and right-of-way certification. NEPA, CEQA, and the right-of-way certification must be completed before E-76 for construction will be approved. Secondary projects include projects applications for right-of-way activities. For more information on the E-76 submittal, please see the Caltrans Local Assistance Procedures Manual.
- G. **Cost Effectiveness.** Cost effectiveness will be measured using the Caltrans Active Transportation Program Cost Benefit Analysis Tool. Projects will be tiered and scored by the cost effectiveness score provided by the Caltrans tool. A link to the tool can be found here: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>
- H. **Safety Enhancements.** Projects should increase bicycle safety. Agencies are required to provide a map and data of injuries and fatalities within one mile of the project area. The Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS), or local law enforcement systems are acceptable databases for supporting documentation.
- I. **Public Participation and Agency Support.** The project should receive input and support from members of the public, stakeholders, and local agencies. Outreach activities and public meetings should be listed with appropriate back up documentation. Support from members of the public and stakeholders should be submitted in letter format from organizations, businesses, coalitions, business improvement districts, neighborhood organizations, etc. that will be affected by the project. Letters of support from individual members of the public will not be accepted.

MINIMUM INFORMATION FOR APPLICATION

The following information, including the BCIP grant application form is required by OCTA to evaluate and select projects. Grant applications submitted with incomplete information or lacking the required number of copies will not be evaluated.

Grant Application:

- A. Cover Letter
- B. Table of Contents (page-numbered)

- C. An **unbound, single sided original grant application, five copies** (total of six applications), and an electronic copy provided via a compact disk. Supporting documentation must be included where requested.

Part 1: General Project Information, including description, scope, and schedule.

Part 2: Funding

Part 3: Evaluation Criteria

Part 4: BCIP Agency Resolution (must be provided no later than April 30, 2016)

Part 5: Assurances

Part 6: Cooperative Agreement Concurrence

Exhibits:

- A. Environmental documentation
- B. Photos of the existing project site
- C. Project design or concept drawings
- D. Precise maps showing the proposed site(s) for the project and an Electronic GIS shape file
- E. Project completion schedule
- F. Right-of-Way map
- G. Right-of-Way Lease Agreement or Purchase Agreement (if applicable)
- H. Caltrans Active Transportation Program Cost Benefit Analysis Tool – Complete Microsoft file must be included on compact disk.
<http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>
- I. Bicycle and Pedestrians Injuries and Fatalities Map and Data
- J. Air Quality Calculations – Complete Access file must be included in compact disk.

Note: Part 1 through 6 may not exceed 30 pages. All pages must be numbered and printed on 8 1/2 x 11 sheets of white paper. Maps and drawings can be included on 11 x 17 inch sheets, folded into the proposal. **The original proposal should be left unbound for reproduction purposes.**

IMPLEMENTATION TIMELINE

Applications must be received by OCTA no later than 4:00 PM on Monday, April 1, 2016. OCTA is seeking applications for projects that can begin final design, right-of-way acquisition, or construction (whichever phase the BCIP funding would be applied to) no later than February 1, 2018. For the 2016 call, the program funds will be available for programming in Fiscal Year (FY) 2016-17 through 2017-2018

After the applications are reviewed by OCTA for overall compliance, an advisory panel will review and rank projects. A recommended priority list of projects will be forwarded to the OCTA Board of Directors for approval in July 2016.

The estimated timeline for the 2016 BCIP list below is subject to change.

Call for Projects Open	February 8, 2016
Call for Projects Close / Application Due Date	April 1, 2016
Evaluation Panel Application Review	April 1, 2016 – May 15, 2016
Regional Planning and Highways Committee Approval of Projects	July 8, 2016
Board of Directors Approval of Projects	July 11, 2016

PROVISIONS OF USE

CMAQ

The BCIP and this call for projects is subject to the federal transportation act MAP-21 and FAST, a future extension, or passage of a new federal transportation authorization act. Projects awarded CMAQ funding through the call for projects will follow the FHWA process. Some of the requirements are outlined below.

For projects awarded funding, the process is as follows:

- Project must be programmed in the Federal Transportation Improvement Program (FTIP). The administering agency should consult with OCTA staff regarding modifications and amendments to the FTIP needed for the project. Once projects are programmed in the FTIP, the agency may proceed with the Authorization to Proceed (E-76 request)
- Execute the Cooperative Agreement between OCTA and the local administering agency.
- Environmental documentation (preliminary environmental study) should be submitted to Caltrans by November 1 of the program fiscal year. Agencies should target the November 1 date or risks losing project funding.
- Obtain NEPA and CEQA approval prior to January 1 of the program fiscal year.
- Air quality analysis must be submitted as part of the application and to Caltrans.
- E-76 request must be submitted to Caltrans District 12 and copied to OCTA by February 1 of the program fiscal year.
- Once E-76 is approved the agency has nine (9) months to award a contract.

- Invoices for BCIP are submitted to and paid by Caltrans.
- Following contract award, an invoice must be submitted to Caltrans at least once every six (6) months or the project may risk losing its funds.
- Administering agency must submit semi-annual progress reports to OCTA by the 30th day of January and July for the prior 6 months through December and June respectively. An example of the required report is provided in Appendix 3. (Note: OCTA may require additional information for compliance with MAP-21 Performance Measure.)
- If right-of-way is funded, the agency must award a construction contract by the 10th fiscal year following the year of the right-of-way authorization to proceed or risk returning the funds to FHWA.

TIMELY USE OF FUNDS

BCIP projects funded through FHWA must be obligated by May 1 of the program fiscal year. If OCTA has not received proof of submittal of the E-76 to Caltrans by February 1 of the program fiscal year, or it is determined that the project cannot proceed, or has not received an approved time extension, the funding for the project will be **cancelled**.

Projects that are committed Transportation Control Measures (TCM) in the Federal Transportation Improvement Program and are cancelled will require the local agency to provide a substitution project that provides the same air quality benefits at the expense of the local agency.

TIME EXTENSIONS

Time extension will be considered on a case-by-case basis and are contingent on OCTA Board approval. An agency may request a standard one-year time extensions and scope changes in letter format. Extension requests beyond the standard one-year delay will be considered for projects with significant issues and may be granted on a case-by-case basis. All request must include an explanation of the issues and actions the agency has taken to correct the issues.

SUBMITTAL INFORMATION AND CONTACTS

Applications are due April 1, 2016 by 4:00 PM. Completed applications and questions regarding these procedures and criteria should be directed to Louis Zhao of OCTA at:

Mail:

Louis Zhao
Senior Transportation Funding Analyst
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

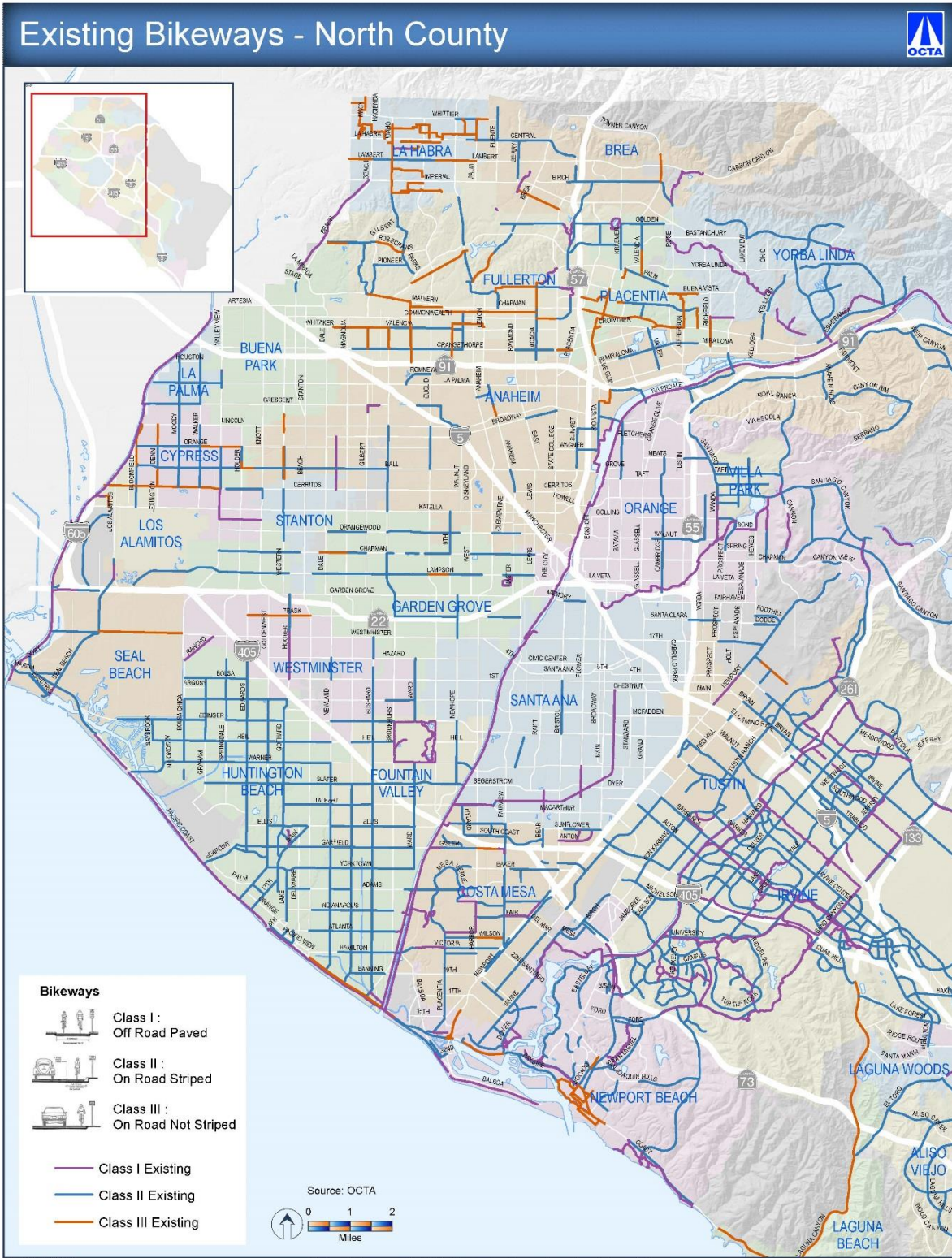
Tel: (714) 560-5494

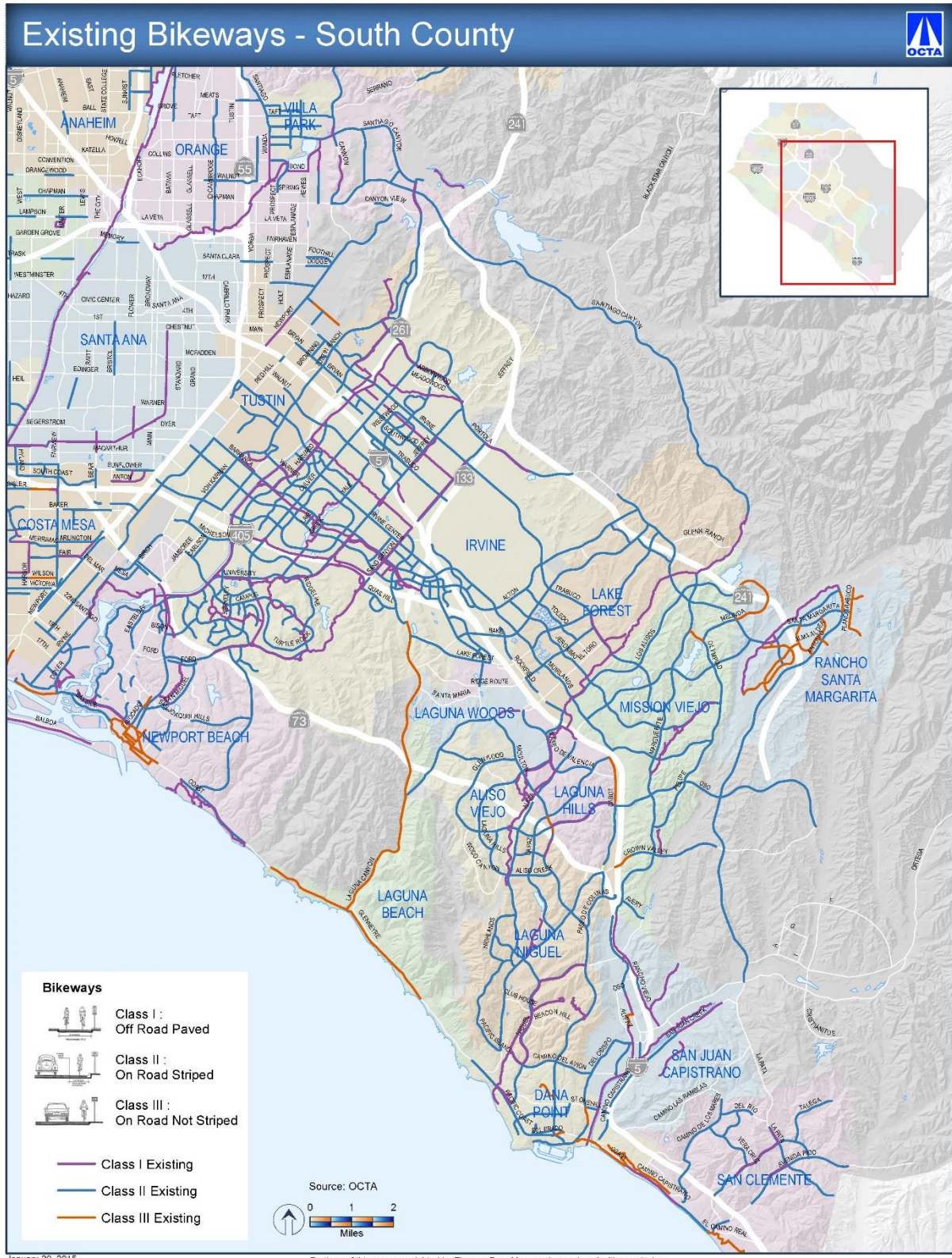
Fax: (714) 560-5794

Drop Off:

Orange County Transportation Authority
600 S. Main Street
Orange, CA 92863-1584

APPENDIX 1: EXISTING BIKEWAYS MAP





APPENDIX 2: BIKEWAYS PRIORITY INDEX RANKING CRITERIA

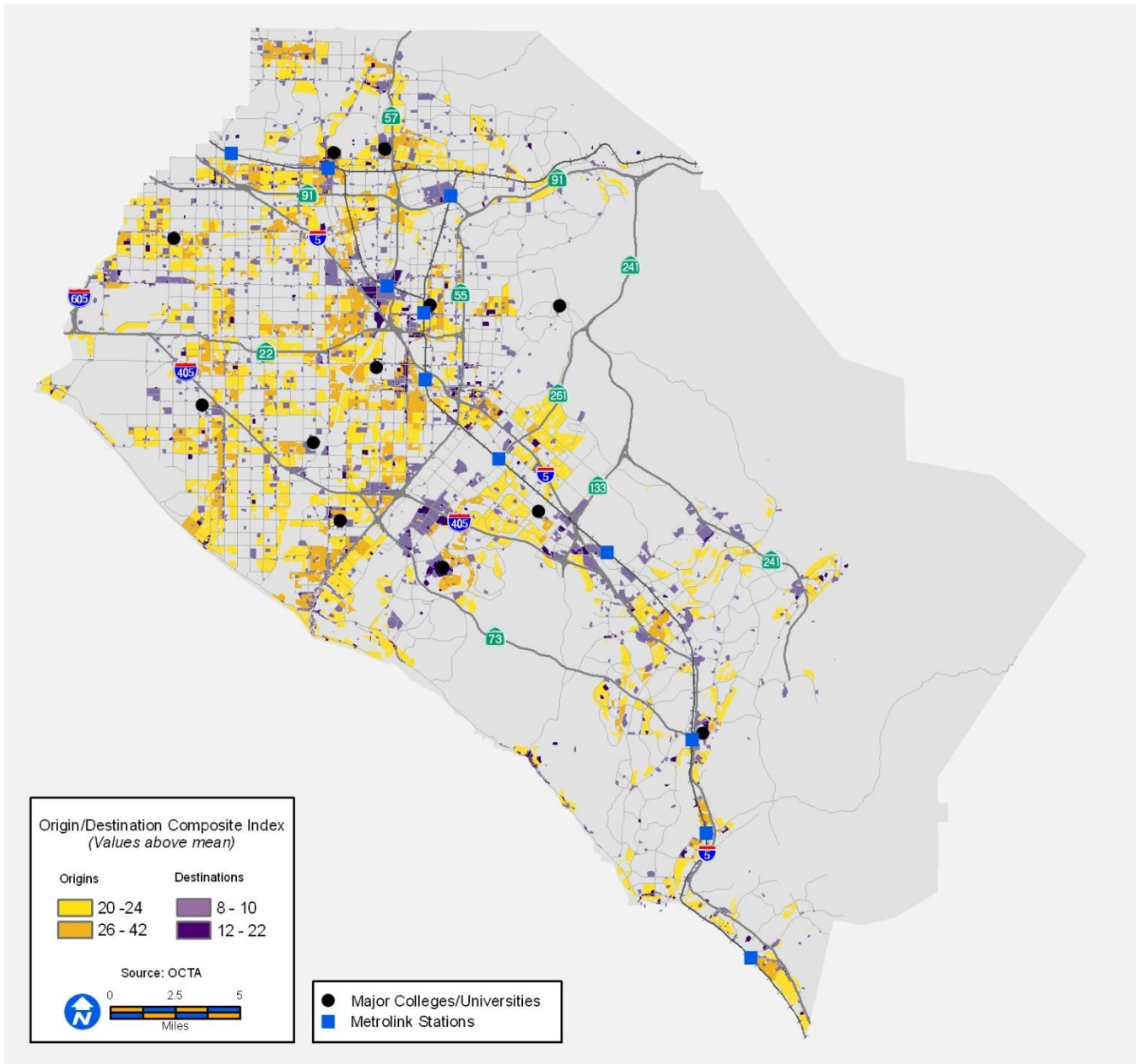
The following is a list of criteria used to evaluate projects in the Bikeways Priority Index Ranking (BPIR). The BPIR sums criteria from origins and destinations. Origins include major residential areas with high population or high density. Destinations include major areas of employment and activity centers.

ORIGINS

FACTOR	MAX VALUE
Population Density (Base)	10
Population Growth (2035)	8
Population Density less than 18 years old (US CENSUS ACS)	8
Land-Use Mix	8
Bicycle to Work (US CENSUS ACS)	8
Bicycle Network Proximity (Existing)	8

DESTINATIONS

FACTOR	MAX VALUE
Employment Density (Base)	8
Employment Growth (2035)	8
Universities/Colleges (Enrollment)	8
Metrolink Rail Stations (AM Alightings)	8
Schools (Elementary, Middle, High School)	8
Parks, Local Retail/Public Services	4
Bus Stops (PM Trips)	6



APPENDIX 3: SEMI-ANNUAL REPORT FORM

Project Title: _____

Agency: _____ Date: _____

Schedule	Original Completion Date	Current Completion Date
Draft Environmental Document		
Final Environmental Document		
Start Design / Engineering		
Complete Design / Engineering		
Start Right-of-Way Acquisition		
Right-of-Way Certification		
Submit Request for Authorization for Construction (E-76)		
Ready to Advertise		
Award Construction		
Project Completion (open for use)		

Funding Table:

Final Design (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Right-of-Way (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Construction (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Revised Allocation	Actual Expended	Remaining Allocation

Major Activities:

Status:

Issues:

Name/Title:

Phone: _____ Email: _____

Note: OCTA may require additional information on performance of the project related to either air quality or transportation usage.

Bicycle Corridor Improvement Program (BCIP) Application Form

PART ONE: GENERAL PROJECT INFORMATION **Applications are due no later than April 1, 2016 at 4:00 PM**

PROJECT TITLE: _____
 AGENCY: _____

Phases of work this application is applying for:

- Final Design Right-of-Way
 Construction

AGENCY INFORMATION Agency: Mailing Address:	<table border="0"> <tr> <td>BCIP/CMAQ FUNDS REQUESTED</td> <td align="right">\$</td> <td align="center">-</td> </tr> <tr> <td>LOCAL MATCH</td> <td align="right">\$</td> <td align="center">-</td> </tr> <tr> <td>TOTAL BCIP PROJECT COST</td> <td align="right">\$</td> <td align="center">-</td> </tr> </table> <input type="checkbox"/> Project is a stand alone project. <input type="checkbox"/> Project is part of a larger project. Total Project Cost (if part of a larger project; round dollars to nearest thousands) _____	BCIP/CMAQ FUNDS REQUESTED	\$	-	LOCAL MATCH	\$	-	TOTAL BCIP PROJECT COST	\$	-
BCIP/CMAQ FUNDS REQUESTED	\$	-								
LOCAL MATCH	\$	-								
TOTAL BCIP PROJECT COST	\$	-								

AGENCY CONTACT (Name, title, agency, address, phone, email) Name / Title: Agency: Mailing Address: Phone: Email:	PARTNER(S) (Name, title, agency, address, phone, email) Name / Title: Agency: Address: Phone: Email:
---	---

PROPOSED SCHEDULE:	<p align="center"><u>Date</u></p> _____ _____ _____ _____ _____ _____ _____ _____ _____ _____ _____ _____ _____
Draft Environmental Document Final Environmental Document Start Design / Engineering Complete Design / Engineering Start Right-of-Way Acquisition Right-of-Way Certification Submit Request for Authorization (E-76) for Construction Ready to Advertise Award Construction Project Completion (open for use) Start Close Out Phase End Close Out Phase	

PART ONE: GENERAL PROJECT INFORMATION (cont.)

SCOPE AND LOCATION OF PROPOSED PROJECT

Describe the project's scope, location, limits of work, size, etc. (*Do not* include the justification or benefits).

PURPOSE, NEED, BENEFITS, AND FUNDING JUSTIFICATION OF PROPOSED PROJECT

Provide the purpose, need, benefits, and funding justification for the proposed project.

PROJECT IS ON PUBLIC RIGHT-OF-WAY

If yes, list corridor. If no, list corridor, property owner, and status of right-of-way agreement?

Yes
(explain): _____

No (explain):

PART TWO: FUNDING

PROJECT COMPONENT COSTS

FINAL DESIGN

Final Design
TOTAL FINAL DESIGN

Fiscal Year	BCIP Request	Match (12% or more)	Total	Percent Match
	\$ -	\$ -	\$ -	0.0%
	\$ -	\$ -	\$ -	0.0%

RIGHT-OF-WAY PHASE (ACQUISITION):

Capital
Support Costs
TOTAL RIGHT-OF-WAY

Fiscal Year	BCIP Request	Match (12% or more)	Total	Percent Match
	\$ -	\$ -	\$ -	0.0%
	\$ -	\$ -	\$ -	0.0%
	\$ -	\$ -	\$ -	0.0%

CONSTRUCTION PHASE:

Construction Contract Items
Contingencies
Construction Engineering
TOTAL CONSTRUCTION

Fiscal Year	BCIP Request	Match (12% or more)	Total	Percent Match
	\$ -	\$ -	\$ -	0.0%
	\$ -	\$ -	\$ -	0.0%
	\$ -	\$ -	\$ -	0.0%
	\$ -	\$ -	\$ -	0.0%

TOTAL	\$ -	\$ -	\$ -	0%
--------------	------	------	------	----

TOTAL BCIP REQUEST: \$ -

ELIGIBLE SOURCE(S) OF MATCH

(spell out; no acronyms)

Final Design	
Right-of-Way	
Construction	

Federal transportation funds may not be eligible source of match.

MAINTENANCE (The project must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the BCIP funds may be required. With the exception of funds required for establishing landscaping, maintenance costs are ineligible for CMAQ funds and must be funded locally.)

Who will maintain? _____

What is the source of maintenance funds? _____

If project is within Caltrans Right-of-Way application, must be signed by Deputy District Director, Maintenance

DDD Maintenance _____

Date: _____

PART THREE: EVALUATION CRITERIA

PASS/FAIL CRITERIA

Use a separate sheet of paper if necessary. If any of the criteria below are not met, the proposal will not be ranked or evaluated. A "no" answer to any of the following questions immediately disqualifies the proposal. A "yes" still requires supporting evidence in order for the project to be considered for funding.

1 State and Federal Compliance

- a. Is the project consistent with CMAQ, federal, state, regional or local requirements, guidelines and policies? (CMAQ requirements can be found here:

http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm)

Yes No

- b. Is the project, as proposed, in compliance with the Americans with Disabilities Act? What evidence is there to support this claim?

Yes No Not Applicable

- c. Is this project in compliance with Buy America requirements?

Yes No Not Applicable

2 Financial Viability and Technical Capacity

- a. Is the project financially viable? (The local agency must have the ability to meet financial processing requirements, must have a sufficient level of funding to provide cash flow for the project, and provide adequate personnel to manage and administer the project. Please describe any evidence supporting this conclusion. The governing body is required to submit a resolution to this effect along with the application.)

Yes No

3 Air Quality

Does the project provide an air quality benefit? (CMAQ projects must have a measureable and quantifiable air quality improvement. Please provide the improvements to the following air quality resources using the Southern California Air Quality Resources Board's (SCAQMD) South Coast Methods software. Results must be attached as part of the application package. The SCAQMD South Coast Methods software can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.)

Yes No

AIR QUALITY DATA

The following material is provided by the Southern California Air Quality Management District (SCAQMD).

Local agencies will need the following materials to complete this requirement:

1. South Coast Methods Program
2. South Coast Emissions Factors Tables

The software, instructions, and data tables can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.

The data tables can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/sc-emftables.pdf>

PART THREE: EVALUATION CRITERIA (continued)

WEIGHTED CRITERIA

1 Matching Funds (15 points)

Minimum match of 12-13% (0 pts); 14-15% (1 pt); 16-17% (2 pts); 18-19% (3 pts); 20-21% (4 pts); 22-23% (5 pts); 24-25% (6 pts); 26-27% (7 pts); 28-29% (8 pts); 30-31% (9 pts); 32-33% (10 pts); 34-35% (11 pts); 36-37% (12 pts); 38-39% (13 pts); 40-41% (14 pts); 42% match or more receives 15 points.

What is the percent match being provided? _____ pts

2 Coordination (15 points)

a. List the plans that include the project. (examples: OCTA Commuter Bikeways Strategic Plan (CBSP), Safe Routes to Schools Plans, Local City Plan, etc.) 1 point per plan (10 points maximum).

_____ pts.

b. Is the project prioritized as part of a multi-jurisdictional collaborative strategy or similar effort? List below. (5 points)

_____ pts.

3 Connectivity, Relationships, and Priority (20 points)

For **bicycle facility** projects, item 3a will be completed by OCTA. Use the box provided in 3b to describe the direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers. A Geographic Information Systems (GIS) Shape File, detailed map, and exact location must be provided.

a. Bikeway Priority Index Ranking

The Bikeway Priority Index Ranking (BPIR) generates a score for each project. Points will be assigned by score. 0-99 (0 pts); 100-199 (1 pts); 200-299 (2 pts); 300-399 (3 pts); 400-499 (4 pts); 500-599 (5 pts); 600-699 (6 pts); 700-799 (7 pts); 800-899 (8 pts); 900-999 (9 pts); 1,000 + (10 pts).

_____ pts.

BPIR SCORE (to be filled in by OCTA)

b. List the project's direct relationships to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers and activity centers. Also include additional important information not noted in this application. (10 points maximum).

4 Project Readiness (20 points total)

If item is not complete, mark "N/A" under Document Type and Date Approved/Completed.

a. Is preliminary engineering complete*? (5)

b. Is the signed CEQA documentation complete? (5)

c. Is the signed NEPA documentation complete? (5)

d. Is ROW possession complete? (5)

* Complete PE = 30% or more engineering drawings

Document Type	Date Approved/Completed

_____ pts.

_____ pts.

_____ pts.

_____ pts.

5 Cost-benefit (10 points total)

Fill out the cost-benefit from the Caltrans Active Transportation Program Benefit Cost Tool. Back-up must be provided as part of the applicatoin. Scoring will be ranked once all project applications have been received. A link to the tool can be found here: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>

Projects will be ranked by tiers. Tier 1 (10 points). Tier 2 (8 points). Tier 3 (6 points). Tier 4 (4 points), Tier 5 (2 points), Tier 6 (0 points)

COST

Total Points Page 6 _____ pts.

PART THREE: EVALUATION CRITERIA (continued)

WEIGHTED CRITERIA (CONTINUED)

6 Safety Enhancements (15 points maximum)

a. Provide the number of pedestrian and bicycle injuries and fatalities within one mile of the proposed project area in the last five years. Map and details of accidents are required. Transportation Mapping Injury and Mapping System (TIMS), Statewide Integrated Traffic Record System (SWITRS), and/or local law enforcement reports are acceptable databases for supporting documentation. (5 points maximum) _____ pts.

--

b. Does the project also service pedestrians? Examples include multi-use facilities or Class I Bikeways facilities. If yes, please describe. (5 points maximum) _____ pts.

--

c. List and describe the improvements that will be made to increase bicycle safety and reduce bicycle related accidents at and around the project area. Eligible improvements include but are not limited to: bicycle boxes, bicycle parking, bicycle detection at signals. (1 point for each safety improvement and amenity - 5 points maximum)

1		_____ pts.
2		_____ pts.
3		_____ pts.
4		_____ pts.
5		_____ pts.

7 Public Participation and Agency Support (5 points maximum)

a. Describe the public participation process and dates of public meetings. How did the agency consider comments and responses from meetings when designing the project? (2 points maximum)

--

b. Provide a list of organizations and agencies that have or will provide letters of support for the project. Letters should be attached to the application or may be sent directly to OCTA. (1 point for each public organization or agency letter - 3 points maximum)

List of Supporting Organizations and Agencies		
1		_____ pts.
2		_____ pts.
3		_____ pts.
4		_____ pts.
5		_____ pts.

Total Points Page 6 _____ pts.
Total Points Page 7 _____ pts.
Total Points: _____ pts.

PART FOUR: BCIP AGENCY RESOLUTION

***SAMPLE AGENCY RESOLUTION REQUESTING FUNDS FOR APPROVED PROJECT
RESOLUTION MUST BE RECEIVED BY OCTA NO LATER THAN THE APRIL 30, 2015.***

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL/BOARD OF DIRECTORS OF THE CITY/COUNTY OF _____ AUTHORIZING APPLICATION FOR FUNDS FOR THE BICYCLE CORRIDOR IMPROVEMENT PROGRAM FUNDED WITH CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING UNDER THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY AND FIXING AMERICAS SURFACE TRANSPORTATION FEDERAL TRANSPORTATION ACT FOR (NAME OF PROPOSAL) PROJECT.

WHEREAS, the United State Congress enacted the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act on July 6, 2012 and Fixing America's Surface Transportation (FAST) Federal Transportation Act on December 4, 2015, which makes Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds available to the Orange County Transportation Authority (OCTA); and

WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and

WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate bicycle projects funded using Congestion Mitigation and Air Quality Improvement Program funding and to finance, acquire, and construct the proposed project; and

WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (NAME OF PROPOSAL), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and

WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity; and

WHEREAS, with the approval of the California Department of Transportation (Caltrans) and/or OCTA, the (ADMINISTERING AGENCY) or its successors in interest in the property may transfer the responsibility to maintain and operate the property; and

WHEREAS, the (ADMINISTERING AGENCY) will give Caltrans and/or OCTA's representatives access to and the right to examine all records, books, papers or documents related to the bicycle project; and

WHEREAS, the (ADMINISTERING AGENCY) will cause project work to commence within six months following notification from the State or OCTA that funds have been authorized to proceed by the Federal Highway Administration or Federal Transit Administration and that the project will be carried to completion with reasonable diligence; and

WHEREAS, the (ADMINISTERING AGENCY) commits (MATCH DOLLAR VALUE) of (MATCHING FUND SOURCE) and will provide (PERCENT LOCAL AGENCY MATCH) of the total project cost as match to the requested (REQUESTED CMAQ DOLLAR VALUE) in OCTA CMAQ funds for a total project cost estimated to be (TOTAL PROJECT COST).

WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, Federal Title VI, Buy America provision, and any other federal, state, and/or local laws, rules and/or regulations; and

WHEREAS, the (ADMINISTERING AGENCY)'s (GOVERNING BODY) authorize the execution of any necessary cooperative agreements between the (ADMINISTERING AGENCY) and OCTA to facilitate the delivery of the project; and

PART FOUR: BCIP AGENCY RESOLUTION (continued)

SAMPLE AGENCY RESOLUTION REQUESTING FUNDS FOR APPROVED PROJECT

WHEREAS, (ADMINISTERING AGENCY) will amend the agency Capital Improvement Program (CIP) to include the project if selected for funding; and

NOW, THEREFORE, BE IT RESOLVED that the City/County of _____, hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to apply for the Congestion Mitigation and Air Quality funding under the Moving Ahead for Progress in the 21st Century Federal Transportation Act and Fixing Americas Surface Transportation Act for (NAME OF PROPOSAL).

BE IT FURTHER RESOLVED, that the City/County of _____ agrees to fund its share of the project costs and any additional costs over the identified programmed amount.

Signed _____ Date _____
Mayor

Printed (Name and Title) _____

Signed _____ Date _____
Clerk Recorder

Printed (Name and Title) _____

PART FIVE: ASSURANCES

This page must be signed in order for the project to be considered for funding.

(APPLICANT AGENCY) possesses legal authority to nominate this bicycle project and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency’s governing body authorizes the nomination of the bicycle project, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

(APPLICANT AGENCY) will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the OCTA, California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

(APPLICANT AGENCY) will give the OCTA or California Department of Transportation’s representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

(APPLICANT AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, Buy America provision, the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, if applicable, FHWA Congestion Mitigation and Air Quality Guidance, Caltrans Local Assistance Procedures Manual, if applicable, any other federal, state, and/or local laws, rules and/or regulations.

If Congestion Mitigation and Air Quality funds or projects are used for other than the intended purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal funds back to the OCTA.

I certify that the information contained in this Bicycle Corridor Improvement Program application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed _____
(Administering Agency Representative)

Date _____

Printed (Name and Title) _____

Administering Agency _____

PART SIX: COOPERATIVE AGREEMENT CONCURRENCE

This page must be signed in order for the project to be considered for funding.

Project Implementing Agency has reviewed the attached draft Bicycle Corridor Improvement Program cooperative agreement template and has determined that the cooperative agreement is:

Sufficient and meets the expectations of the Project Implementing Agency. No further changes necessary.

Sufficient, with the suggested modifications:

Please list and explain:

Bicycle Corridor Improvement Program cooperative agreement will be finalized and executed between Project Implementing Agency and OCTA if the project is selected for funding.

I certify that the information contained in this Bicycle Corridor Improvement Program application, including required attachments, is accurate and that I have read and understood the important information and agree to the assurances on this form.

Signed _____
(Administering Agency Representative)

Date _____

Printed (Name and Title) _____

Administering Agency _____

CHECK LIST AND EVALUATION CRITERIA

Check list of Application Items (check all items included in this package)

- Application (Part 1 - 3)
- Cover Letter
- Table of Contents
- Unbound, original single sided copy
- 5 Copies
- PART 1 - General Project Information
- PART 2 - Funding
- PART 3 - Evaluation Criteria
- Draft Resolution (PART 4)
- Signed Final Resolution (when available)
- Assurances (PART 5)
- Cooperative Agreement Concurrence (PART 6)
- Environmental Documentation
- Project Site Photos
- Design / Concept Drawing
- Project Maps
- GIS Map and Shape File
- Project Site Maps
- Right of Way
- Right of Way Map
- Right of Way Certification (if applicable)
- Caltrans Active Transportation Program Cost Benefit Analysis Tool
- TIMS, SWITRS, or Other Injury/Fatalities Map and Data
- Air Quality Calculations

Evaluation Criteria and Point Distribution

Weighted Criteria	Points	Percentage
Matching Funds	15	15%
Coordination	15	15%
Connectivity, Relationships and Priority	20	20%
Project Readiness	20	20%
Cost Benefit	10	10%
Safety Enhancements	15	15%
Public Participation and Agency Support	5	5%
Total	100	100%

Pass/Fail Criteria

State and Federal Compliance
 Financial Viability
 Air Quality

**Bicycle Corridor Improvement Program 2016 Call for Projects
Summary of Changes**

The Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects (call) includes changes to the guidelines and procedures (Guidelines) and application. Changes include alignment of questions and data sources with the California Active Transportation Program (ATP), and reformatting the guidelines and application for consistency. Details of the changes are provided below.

Guidelines Changes

Major changes from the BCIP 2014 Application Guidelines to the BCIP 2016 Guidelines are summarized below.

- The BCIP 2016 Guidelines have been reformatted to provide better organization and flow.
- Clarify minimum and maximum grant value. Each BCIP grant will be a minimum of \$100,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds per phase of work. The project submittal maximum is limited to \$3 million in total CMAQ funds.
- Update eligible phases of work to include final design.
- The dates in the implementation timeline have been changed to reflect the BCIP 2016 call.
- The BCIP 2016 call is funded only with federal CMAQ funds. The Transportation Alternatives Program funds administered by the state through the California ATP and Federal Transit Administration funds are not included in the BCIP 2016 call, consistent with the Capital Programming Guidelines.
- A list of BCIP-eligible projects is provided. Examples of eligible projects include, but are not limited to the following:
 - New bicycle (Class I, Class II, Class III) or multi-use facilities
 - Bicycle boulevard and sharrows
 - Bicycle racks, lockers, and parking
 - Bicycle crossings and associated traffic control devices necessary for the function of the bicycle facility, consistent with CMAQ requirements
 - Improvements on existing bicycle facilities
 - Pedestrian improvements when constructed with bicycle facilities
- The BCIP 2016 Guidelines clarify that capital construction projects must be constructed on public right-of-way (ROW) or include a lease agreement with a minimum of 20 years from the property owner. License agreements are not valid.
- In the 2014 BCIP call, cost-effectiveness for bicycle facility projects was measured by analyzing the total of direct expenditures and the total project length.

In the BCIP 2016 call, cost-effectiveness will be measured using the California Department of Transportation (Caltrans) ATP Cost Benefit Analysis Tool at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. Projects will be tiered and scored by the cost-effectiveness score provided by the Caltrans tool.

- In the BCIP 2016 call, additional data will be required for measuring increase in bicycle safety. Agencies are required to provide a map and data of injuries and fatalities within one mile of the project area. The Transportation Injury Mapping System, Statewide Integrated Traffic Records System, or local law enforcement systems are acceptable databases for supporting documentation. The use of the data better aligns with the California ATP, allowing interchangeability of data.
- Additional exhibits are required in the BCIP 2016 call including:
 - ROW map
 - ROW Lease Agreement or Purchase Agreement (if applicable)
 - Caltrans ATP Cost Benefit Analysis Tool – Complete Microsoft file must be included on compact disk. <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>
 - Bicycle and Pedestrians Injuries and Fatalities Map and Data
- In the BCIP 2016 call, projects that are committed Transportation Control Measures and are cancelled will require substitution of a similar project that provides the same benefits at the expense of the local agency.
- In the BCIP 2016 call, the allowance for consideration of time extension is added on a case-by-case basis and contingent on the Orange County Transportation Authority Board of Directors approval. An agency may request a standard one-year time extensions and scope changes in letter format. Extension requests beyond the standard one-year delay will be considered for projects with significant issues and may be granted on a case-by-case basis. All request must include an explanation of the issues and actions the agency has taken to correct the issues.

Application Changes

Application was revised to align with California ATP questions. Doing so will allow transfer of information between applications. A summary of the changes, by page, are listed below.

- The BCIP 2016 application has been reformatted to provide better organization and flow, consistent with the Guidelines.
- Restructure point scale and priorities for the following questions
 - Increase Question 2 “Coordination” from ten points to 15 points.
 - Decrease Question 3 “Connectivity, Relationships, and Priority” from 23 points to 20 points.
 - Revise point scale on Question 3 “Connectivity, Relationships, and Priority” to create more tiers.
 - Decrease Question 5 “Cost-Benefit” from 12 to 10 points.

- Revise Question 6 “Safety Enhancements and Amenities”. Change to “Safety Enhancements”. Include pedestrian element as a separate question and increase from one point to five points.
- Update language on resolution and include the federal Fixing Americas Surface Transportation Act.

**Bicycle Corridor Improvement Program 2016 Call for Projects
Technical Steering Committee Comments**

The Bicycle Corridor Improvement Program (BCIP) 2016 draft guidelines and application were presented to the Technical Steering Committee (TSC) on January 13, 2016. The following is a summary of comments received from the TSC. Orange County Transportation Authority (OCTA) staff comments are listed after each TSC comment.

Comment	Guidelines Page 3	The BCIP 2016 call for projects should fund design for larger projects.
Response		Design phase has been added with a minimum request of \$100,000 in Congestion Mitigation and Air Quality Improvement Program funds.

Comment	Guidelines Page 4, 11	The Bicycle Priority Index Ranking (BPIR) may or may not reflect the actual or potential use of the bicycle facilities. In some cases a cyclist may go out of their way to use a bikeway that connects to a regional bikeway. An example is the Santa Ana River trail.
Response		The BPIR includes Bicycle to Work data (provided by the United States Census) and proximity to the existing bicycle network to analyze factors that may attract or discourage potential bicycle usage. Predicted usage is an included metric to the California Department of Transportation (Caltrans) Active Transportation Program benefit cost tool, which uses existing methodology to forecast potential usage. Applicants may include qualitative information in question 3b that may not be captured in question 3a.

Comment	Guidelines Page 7	Many agencies will not submit authorizations to proceed prior to the execution of the cooperative agreements. Typically the cooperative agreements take several months to process.
Response		Additional language has been added to the draft guidelines: Once projects are programmed in the Federal Transportation Improvement Program, the agency may proceed with the Authorization to Proceed (E-76 request).

Comment	Guidelines Page 7	Re-evaluate the preliminary environmental study (PES) deadline of November 1. The environmental on the projects may require additional studies which could delay the final approval of the PES.
Response		Revised the guidelines to show the November 1 PES date as a submittal target. The local agencies should submit PES forms by November 1 of the fiscal year in which the funding for the project is programmed.

Comment	Guidelines Page 7	Clarification of the agency invoice submittal deadlines as required by Caltrans.
Response		Clarification has been included in the guidelines to state that invoices are required every six months after contract award.

Comment	Guidelines Page 7	Contract award deadline in the staff report is not consistent with the contract award deadline in the guidelines.
Response		The staff report for the Technical Advisory Committee has been corrected to reflect nine months, consistent with the draft guidelines.



Bicycle Corridor Improvement Program

January 2016 Technical Advisory Committee



2016 Call for Projects
Draft Guidelines and Application

Background

- BCIP Funding
 - Funded with 10% of OCTA's Congestion Mitigation and Air Quality Improvement (CMAQ) Program annual apportionment (approximately \$4.2 million)
 - CMAQ is authorized through Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act

Goals

- 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
- Improve air quality across Orange County

Funding

- Approximately \$20 million available
 - Fiscal Year (FY) 2016-2017 through FY 2017-2018
 - Minimum grant of \$100,000
 - Maximum grant of \$3 million
 - Minimum of 12 percent match required
 - Funds are composed of:
 - FY 2015-2016 through 2017-2018
 - Includes funds from projects savings and cancellations

Eligibility

- Eligible Agencies
 - 34 Local Orange County Cities
 - County of Orange
- Phases of Work
 - Right-of-way
 - Construction

Eligibility

- Eligible Projects
 - New bicycle facilities
 - Improvements to existing bicycle facilities
 - Bicycle boulevards and sharrows
 - Bicycle crossings
 - Bicycle racks and lockers
 - Pedestrian improvements when constructed with bicycle facilities

Guidelines Changes

- Guidelines reformatted
- Removed references to Transportation Alternative Program and Federal Transit Administration Program
- List of eligible projects provided
- New requirement for projects on private property/utility right-of-way

Guidelines Changes

- Use the Caltrans Active Transportation Program cost benefit analysis tool
- Use of Transportation Injury Mapping System
- New required exhibits for right-of-way, cost-benefit, and safety questions
- Time extension process

Application Changes

- Reformat the application and remove redundancies
- Change priorities, increase or decrease points on questions
 - Question 2 – Coordination increase from 10 to 15 points
 - Question 3 – Connectivity, Relationships, and Priority decrease from 23 to 20 points.
 - Question 5 – Cost-Benefit decrease from 12 to 10 points

Application Changes

- Revise Safety question
- Revise public participation process question
- Update resolution language and include the Fixing America's Surface Transportation Act and Transportation Control Measures language

Estimated Schedule

Technical Advisory Committee Approval	January 27, 2016
OCTA Board of Directors Approval and Release of Call	February 8, 2016
BCIP Application Deadline	April 1, 2016
BCIP Advisory Panel Review	April through May 2016
OCTA Board Approval of Projects	June or July 2016

Review Panel Volunteers

- Two members from the Technical Advisory Committee
- One member from the Bicycle and Pedestrian Sub-Committee
- One OCTA Staff
- One member from Caltrans or the South Coast Air Quality Management District

Contact Information

- Louis Zhao
 - Senior Transportation Funding Analyst
 - (714) 560-5494
 - lzhao@octa.net



January 27, 2016

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Active Transportation Legislative Update

Overview

Recent legislation has been passed within the State of California affecting electric skateboards and bikes, creation of a new bikeway classification and flexible bikeway standards, and expansion of diversion programs. An update is provided for informational purposes.

Recommendation

Receive and file as an information item.

Discussion

The following is a brief summary of recently signed legislation within the State of California related to active transportation travel, providing opportunities for modified design, increased safety and clarity for new technologies, and educational opportunities for law enforcement staff.

Bikeway Design Standards

In September 2014, Governor Brown signed Assembly Bill (AB) 1193. Under prior law, California requires all bikeways to conform to the California Department of Transportation (Caltrans) Highway Design Manual (HDM), with design variations subject to Caltrans review. The bill authorizes local agencies to utilize minimum safety design criteria other than those established by Caltrans (such as the National Association of City Transportation Officials Urban Bikeway Design Guide). The bill provides greater flexibility to local agencies that desire to prepare bikeway designs using other standards and manuals.

Additionally, AB 1193 categorizes a fourth category of bikeways (Class IV) allowing for separated bikeways (or cycle tracks) and requires Caltrans to develop design standards for the new classification. Class IV bikeways are

defined as “bikeways that provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and that are protected from vehicular traffic.” Caltrans has completed Design Information Bulletin 89 (DIB), and published the DIB as required by January 1, 2016. Cities may now proceed with design of Class IV bikeways where appropriate using a Caltrans approved standard.

Electric Skateboards

AB 604 statutorily defines an “electrically-motorized board” as any wheeled device that has a floorboard designed to be stood upon, is designed to transport one person, and has an electric propulsion system averaging less than 1,000 watts. The bill also prescribes several requirements that govern the operation of an electronically-motorized boards, including prohibiting their use while under the influence of alcohol or drugs and requiring users to be at least 16 years of age. Authorizes public agencies, including transportation agencies and cities, to adopt rules and regulations that would prohibit or restrict the use of electronically-motorized boards on highway, sidewalks, or roadways.

Electric Bicycles

AB 1096 removes the definition of “motorized bicycle” from existing law, and defines an “electric bicycle” as a bicycle with fully operable pedals and electric motor of less than 750 watts. The bill creates three classes of electric bicycles. The bill includes operational requirements for the rider of such bikes, including age restrictions, helmet usage and location, and allows for local governments to prohibit, by ordinance, certain classes of electric bikes on various paths and trails.

Diversion School

AB 902 removes the age limitation on the use of locally adopted diversion programs for infractions not involving a motor vehicle, thereby allowing such programs to be offered to adults. These programs, already adopted by local agencies such as the Cities of Huntington Beach and Irvine, allow for the local authorities to waive or reduce applicable fines for these violations and instead provide education to violators on traffic laws and best practices for engaging in active transportation.

Next Steps

Cities may begin design of Class IV separated bikeways, and may adopt a different set of design standards for use on all bikeway design. Local police departments may establish diversion programs for citations related to walking and bicycling, allowing for education on safe travel to increase in reach from minors to include adults.

Additionally, cities may want to consider establishing restrictions on electric skateboards or electric bicycles to address potential areas for conflict, such as off-street trails with high pedestrian activity.

Summary

Standards have been established for electric skateboards, electronic bicycles, and new bikeway design types. Additionally, state law provides greater flexibility to local agencies to design bikeways using standards other than the California Department of Transportation Highway Design Manual.

Where cities note potential conflicts between electric skateboards or bicycles, prohibitions may be established to prevent collisions and clarify areas of use. Use of diversion training programs for walking and bicycling citations now increases in reach from minors to include adults.

Attachments

- A. California Electric Bicycle Policy

CALIFORNIA ELECTRIC BICYCLE POLICY



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VEHICLE TYPE

- BICYCLE
- TYPE 1 E-BIKE*
- TYPE 2 E-BIKE*
- TYPE 3 E-BIKE*
- MOPED

VEHICLE	USER					BIKEWAY ACCESS				
	PEDAL OPERATED	MAXIMUM MOTOR-ASSISTED SPEED (MPH)	MINIMUM AGE (YEARS)	DRIVER'S LICENSE	LICENSE PLATE	HELMET	CLASS I BIKE PATH	CLASS II BIKE LANE	CLASS III BIKE ROUTE	CLASS IV PROTECTED LANE
BICYCLE	YES	N/A	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 1 E-BIKE*	YES	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 2 E-BIKE*	NO	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 3 E-BIKE*	YES	28	16	NO	NO	YES	NO	YES	YES	YES
MOPED	NO	N/A	16	YES	YES	YES	NO	YES	YES	NO

*PENDING SB-1056



ATTACHMENT A



New Laws in Active Transportation

January 27, 2016

AB 1193 – Protected Bikeways

Standardizing Separation

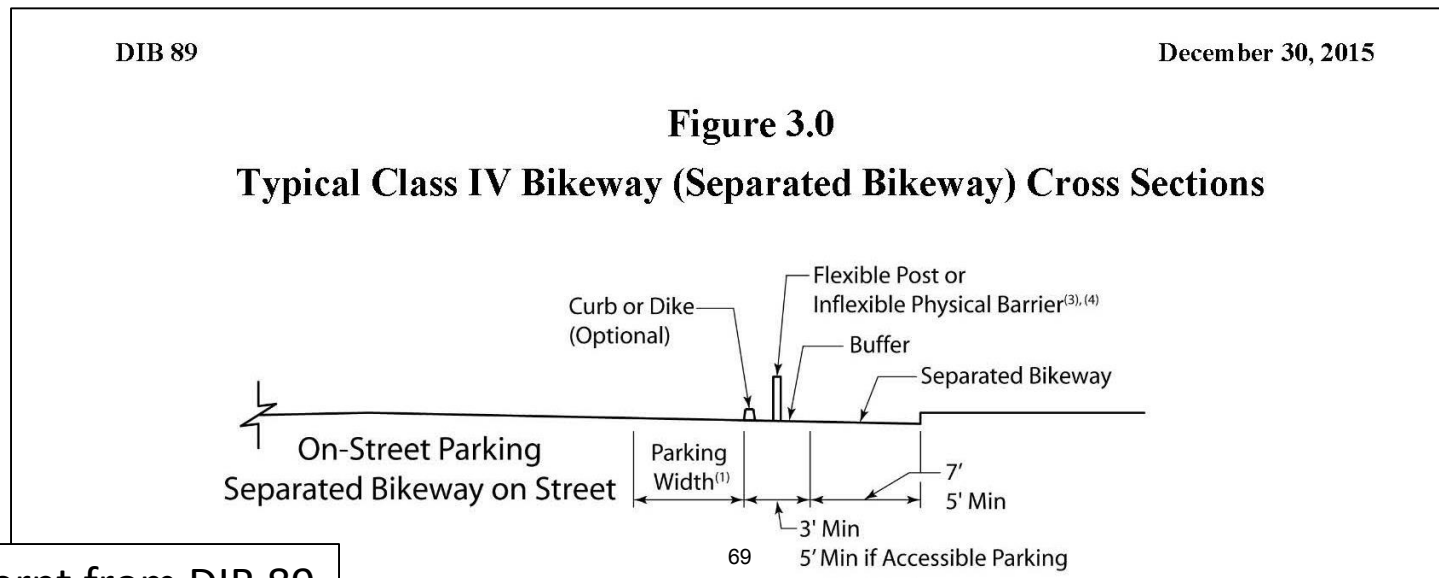
Creates Class IV Bikeway (Cycle Track, Separated Bikeway, Protected Bikeway)

- Required a Caltrans Design Standard; DIB-89 (SHC 890.4)
- Allow cities to use design standards other than Caltrans Highway Design Manual (SHC 891)

AB 1193 – Protected Bikeways

Local Action

- Consider adopting non-HDM bikeway design guide (ie NACTO)
- Evaluate opportunities to implement Class IV Bikeway using new Caltrans Standard



Excerpt from DIB 89

AB 604 – Electric Skateboards

Clarity in eSkateboards

Regulates & defines electric skateboards (CVC 313.5 & 21290)

- Approved for roads, bikeways, sidewalks
- Serve 1-person, 20 mph ability, 15 mph limit
- 16-yr age minimum with helmet



AB 604 – Electric Skateboards

Local Action

- Verify local traffic officers are aware of regulations.
- Monitor & consider regulating eSkateboards if safety concerns (i.e. beachfront paths, mixed traffic paths)



AB 1096 – Electric Bikes

Clarity in eBikes

Regulates & defines electric bikes in 3 categories (CVC 312.5 & 21213)

- Type 1: Pedal Operated, 20 mph
- Type 2: Throttle Operated, 20 mph
- Type 3: Pedal Operated, 28 mph, Helmet required, Minimum age: 16

Moped or Motorized Bicycle restrictions still applicable.

CALIFORNIA ELECTRIC BICYCLE POLICY



VEHICLE TYPE	VEHICLE		USER				BIKEWAY ACCESS			
	PEDAL OPERATED	MAXIMUM MOTOR-ASSISTED SPEED (MPH)	MINIMUM AGE (YEARS)	DRIVER'S LICENSE	LICENSE PLATE	HELMET	CLASS I BIKE PATH	CLASS II BIKE LANE	CLASS III BIKE ROUTE	CLASS IV PROTECTED LANE
BICYCLE 	YES	N/A	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 1 E-BIKE* 	YES	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 2 E-BIKE* 	NO	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 3 E-BIKE* 	YES	28	16	NO	NO	YES	NO	YES	YES	YES
MOPED 	NO	N/A	16	YES	YES	YES	NO	YES	YES	NO

*PENDING AB-1096



AB 1096 – Electric Bikes

Local Action

- Verify local traffic officers are aware of regulations.
- Understand throttle –vs- pedal assist.
- Monitor & consider regulating ebikes on Class I Bikeways if safety concerns (i.e. beachfront paths, mixed traffic paths)



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AB 902 – Diversion School Reach

From Ticket to Training

Expands eligibility for bicycle “traffic school” from minors to all persons.
(CVC 42005.3)

AB 902 was signed into law in September 2015.

Bicycle Safety Administrative Citation Program

IRVINE POLICE DEPARTMENT
One Civic Center Plaza • P.O. Box 19575
Irvine, CA 92623-9575
(949) 724-7000 • www.irvinepd.org
"In Partnership with the Community"

The Irvine Police Department is dedicated to the safety of our children. Bicycle riding is a healthy and fun way for children and teenagers to explore their community. However, every year, school-aged children are injured while riding a bicycle or crossing the street due to their relative inexperience. Their safety depends on their ability to make good decisions.

BICYCLE SAFETY PROGRAMMING

The Irvine Police Department, in conjunction with the Department of Community Services, has developed many programs to enhance bicycle safety and awareness for school-aged riders. Bicycle rodeos, safety classes and other programs are offered regularly at Irvine schools. Educating our children about bicycle safety to mitigate the potential for accidents will continue to be an important priority for the City of Irvine. A version of the Bicycle Safety Class offered to school children at large has been adapted as an alternative to receiving a formal citation for vehicle code violations associated with riding a bicycle. The new program provides a police officer with the discretion to refer a young rider who has committed a traffic violation to attend the Bicycle Safety Class as an alternative to receiving a formal citation. This positive alternative is a great way for youth to learn about safe traveling behaviors and related traffic laws.

Details:

- Offered one Saturday per month 8:30-10:30 a.m.
- Open to community members 12-17 years old
- Two hours long
- Free of charge
- Held at the Irvine Police Department
- Requires parent participation

To learn more about bicycle safety programming, please contact the Irvine Police Department Traffic Unit at 949-724-7000.

IRVINE POLICE DEPARTMENT

One Civic Center Plaza • P.O. Box 19575 • Irvine, CA 92606
(949) 724-7000 • www.irvinepd.org

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AccessIrvine
Mobile
Application

AB 902 – Diversion School Reach

Local Action:

- Work with Police Department to create & sanction diversion program.
- Consider enrollment fees.



Bicycle Safety Administrative Citation Program

The poster features a photograph of a police officer in uniform talking to two young people, a boy and a girl, who are standing next to their bicycles. The background is a dark blue with a faint bicycle wheel graphic.

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twitter.com/irvinepolice



[youtube.com/user/IrvinePolice](https://www.youtube.com/user/IrvinePolice)



Access Irvine Mobile Application

Additional Travel Safety

Miscellaneous Items:

- AB 8: Authorizes use of Yellow Alert for fatal hit-and-run incidents (all travel modes)
- AB 28: Amends law allowing for solid/flashing red light on rear of bicycle instead of built-in reflector
- SB 491: Prohibits earbuds in both ears
- AB 208: Slow-moving vehicles must pull over to allow 5 or more following vehicles pass – clarifies applicability to bicycles

How Do New Laws Help?

Does legislation support active transportation?

- Increased local choice in bikeway design
- Create liability coverage in Class IV design
- eBikes & eSkateboards to increase distances covered, higher usage for travel, greater use by “non-bike” audiences
- Educate public on safe bicycle travel

Contact

Paul Martin

Active Transportation Coordinator
Orange County Transportation Authority

714-560-5386

pmartin@octa.net

