ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 07-City of South Gate-2

Auto populated

Total ATP Funds Requested: $ 2,250 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

City of South Gate

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
8650 California Avenue	South Gate	CA	90280

IMPLEMENTING AGENCY'S CONTACT PERSON: Candice Espinoza

CONTACT PERSON'S TITLE: Assistant Engineer

CONTACT PERSON'S PHONE NUMBER: 323-357-9961

CONTACT PERSON'S EMAIL ADDRESS : cespinoza@sogate.org

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? ☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA number _____

Implementing Agency's State Caltrans MA number _____

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Long Beach Boulevard Pedestrian Improvements

Application Number: 2 **out of** 2 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Improve Long Beach Boulevard streetscape with upgraded pedestrian lighting, enhanced crosswalks, flashing beacons, sidewalk repairs, curb ramps, and bicycle racks.

PROJECT LOCATION: (Max of 250 Characters)

Long Beach Boulevard between Santa Ana Street and Tweedy Boulevard in the City of South Gate.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.953163 /long. -118.218943

Congressional District(s):	44							
State Senate District(s):	33			**State Assembly District(s):**	63			
Caltrans District(s):	07							
County:	Los Angeles County							
MPO:	SCAG							
RTPA:	Other							
MPO UZA Population:	Within a Large MPO (Pop > 200,000)							

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	1,821	**Bicyclists**	
One Year Projection:	**Pedestrians**	2,060	**Bicyclists**	
Five Year Projection:	**Pedestrians**	2,096	**Bicyclists**	

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle:	**Class I** ☐	**Class II** ☐	**Class III** ☐		**Other**	Bicycle racks	
Pedestrian:		**Sidewalk** ☒	**Crossing** ☒		**Other**		
Multiuse Trails/Paths:		**Meets "Class I" Design Standards** ☐			**Other**		

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☐ Yes	☐ No	**CalEnvioScreen**	☒ Yes	☐ No		
Student Meals	☐ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No		

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☐ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☒ **OR Non-Infrastructure (NI)** ☐ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply**:**

- ☐ **Bicycle Plan**
- ☐ **Pedestrian Plan**
- ☐ **Safe Routes to School Plan**
- ☐ **Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐

PROJECT SUB-TYPE (check all Project Sub-Types that apply)**:**

☒ **Bicycle Transportation** **% of Project** 5.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 95.0 %

☐ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) _____ Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☐ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			7/1/16
* CEQA Environmental Clearance:			1/1/17
* NEPA Environmental Clearance:			1/1/17
CTC - PS&E Allocation:			3/1/17
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:			N/A
Final/Stamped PS&E package:			3/1/18
*** CTC - Construction Allocation:**			3/1/18
* Construction Complete:			3/1/19
* Submittal of "Final Report"			6/30/19

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	$65	
ATP funds for PS&E:	$262	
ATP funds for Right of Way:		
ATP funds for Construction:	$1,923	
ATP funds for Non-Infrastructure:		*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$2,250
Local funds leveraging or matching the ATP funds:		$336

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $2,586

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 07-City of South Gate-2

Implementing Agency's Name: City of South Gate

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Active Transportation Program (ATP) is now the only state competitive program providing funding for bicycle and pedestrian projects like this one. Regional and local funding sources for active projects have decreased dramatically as the Transportation Activities Enhancement Program, much of which had been programmed by the regions, was discontinued and replaced by the Transportation Alternatives Program distributed through the ATP. State Transportation Improvement Program funds, as well as local subvention dollars, are also projected to decline 65 percent from FY 2014-15 to 2015-16. Compounding the issue, federal surface transportation dollars have not been growing at a rate sufficient to keep pace with increased needs and costs.

The City of South Gate receives approximately $4.3 million annually in combined local return sales tax and TDA funds, the majority of which is committed to roadway maintenance and transit operations, with only a small share left over for new capital improvements. In addition, some of these funds come with eligibility restrictions that curtail their use on active transportation projects. To fund these pedestrian improvements on its own, the City would have to accumulate several years' worth of local return funds. See http://www.cityofsouthgate.org/ArchiveCenter/ViewFile/Item/74 and https://southgateca.opengov.com/transparency#/1257/breakdown=368CCAF982144151B6FF556AA1148FFB&accountType=expenses&graph=stacked&selection=00B76F5FFF58E06DA13EF37074489DAC&legend_sort=coa&saved_view=null&fiscal_start=earliest&fiscal_end=latest
for the City's current fiscal year budget and funding for capital improvements.

In order for the City of South Gate to be able to make meaningful progress toward implementing the bicycle and pedestrian improvements included in this project, our limited local funding must be used to leverage state and federal resources. The City has committed $336,250 or 13.0% in local match. The remaining $2,250,290 or 87.0% is needed from the ATP Cycle 2.

2. Consistency with Regional Plan.

The proposed project is consistent with the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the Southern California region to increase transportation options. The Long Beach Boulevard pedestrian improvements directly support the following two RTP/SCS policy goals and objectives related to active transportation:

Goal 3: Increase transportation options, particularly for trips less than three miles.
Objective 3.1: Increase linkages between bicycling and walking with transit.
Objective 3.2: Examine bicycling and walking as an integral part of a congestion/transportation management tool.

Goal 4: Significantly decrease bicycle and pedestrian fatalities and injuries.
Objective 4.1: Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

Part B: Narrative Questions

QUESTION #1 POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. *(0-30 POINTS)*

A. Describe current and projected types and numbers/rates of users. (12 points max.)

The project proposes to improve 1.5 miles of Long Beach Boulevard pedestrian and bicycle facilities. Currently, the boulevard features insufficient and substandard pedestrian facilities, which discourage walking trips in a highly concentrated commercial and residential district. The existing project location along Long Beach Boulevard is a 70-foot wide auto-oriented thoroughfare with 2 lanes in each direction. There are 4 to 15 feet wide parkways on both sides of the street, often narrower due to encroaching obstructions such as sign posts, landscaping, and utility boxes. Gaps in the sidewalk create a disjointed walkway for pedestrians. Existing curb ramps are substandard, inconveniently located, or pointed in the wrong directions. Street lights are often obstructed by mature tree canopies, compromising the visibility of pedestrians and motorists alike and creating unsafe conditions at crosswalks and intersections.

The project is estimated to double the pedestrian activity due to the interconnections made by the project; this equates to a future pedestrian volume of 290 trips in the peak hour. The increase is expected to be comprised of inter-business activity, transit use to local restaurants and services, residents walking from nearby homes, and students walking to and from school. In addition, the installation of pedestrian level street lighting will encourage pedestrians to use the walkways at night due to increased safety with the elimination of dark spots. Five years after project completion in 2025, there will be a 11.4 percent projected increase to 3,175 daily pedestrian trips along Long Beach Boulevard between Santa Ana Street and Tweedy Boulevard, measured against estimated current levels of 2,824 daily pedestrian trips in 2015. In Year five, pedestrian trips will be 7.3 percent higher than they would have been under a no-build scenario.

In terms of the composition of pedestrians and bicyclists along Long Beach Boulevard, the local employment is largely manufacturing, educational services, and health care. Employees of these businesses rely extensively on walking and public transportation to access their workplaces. The occupations of South Gate residents, on the other hand, are primarily sales and office oriented. The median age is 29.1, with a high percentage of households with one or more people under 18 years, all candidates for walking and transit use. Thirty-one percent of the South Gate population is under the age of 18, so there is a large demand for public transportation and walkways to get to school and other activity centers. The median household income in South Gate is $41,990 and approximately 20 percent of the households are below the poverty level.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

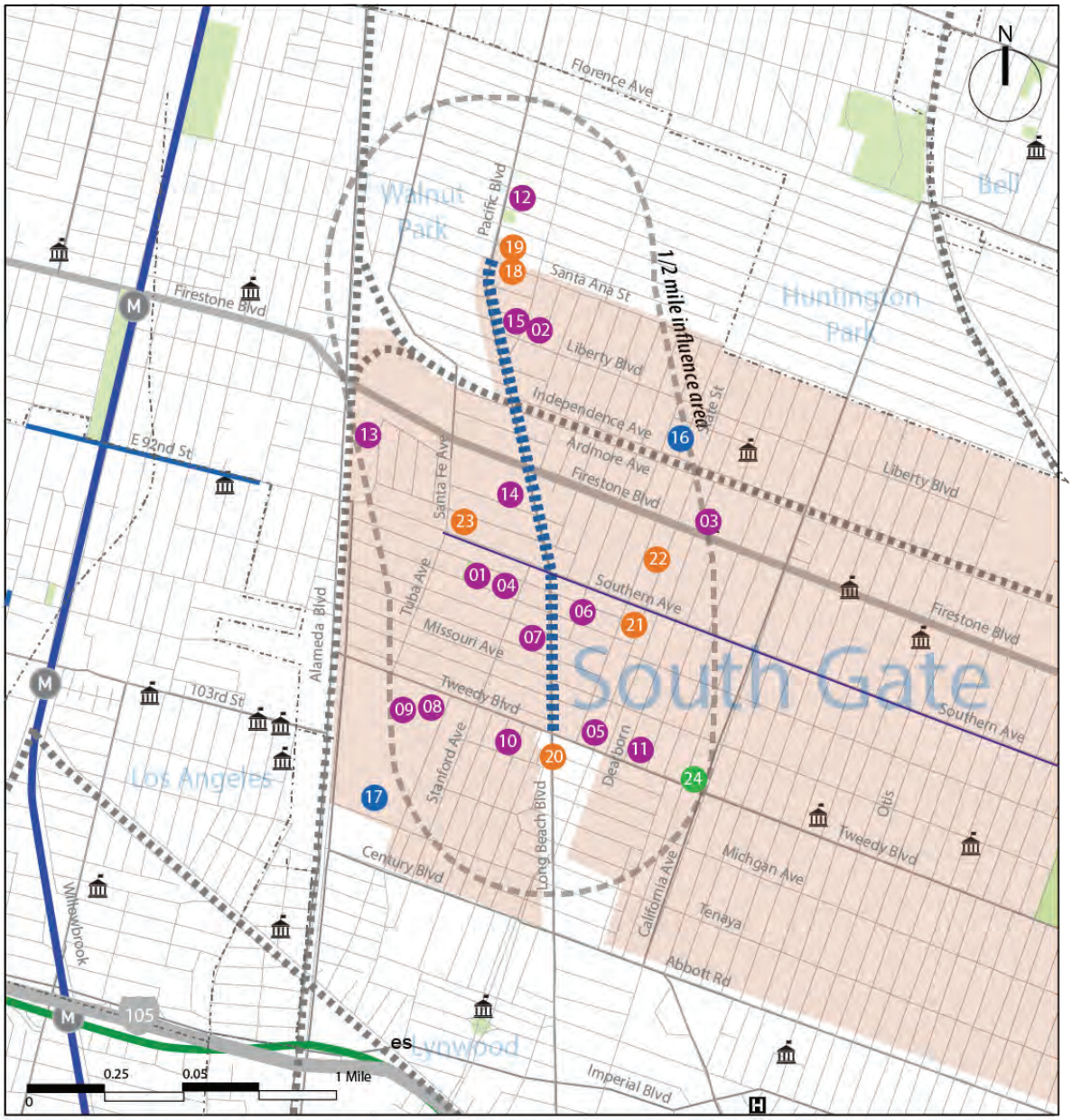
a. creation of new routes	
b. removal of barrier to mobility	X
c. closure of gaps	
d. other improvements to routes	X
e. educates or encourages use of existing routes	

The proposed Long Beach Boulevard pedestrian improvements span almost the entire length of the City in a north-south orientation, connecting together neighborhood-serving retail, regional shopping destinations, schools, single- and multi-family residential areas, as well as transit and community facilities. The proposed project will directly address the following mobility needs and challenges:

Removal of barrier to mobility. Existing sidewalk along Long Beach Boulevard is cluttered with signs, trees, utilities and other hardscaping elements that impede a continuous walking path for pedestrians. Often, pedestrians must make sharp turns to avoid or walk between these obstructions. The proposed project will create a "furniture zone" along the entire project length between the walkway and street curb, where all street lighting, signs, landscaping, and utilities will be placed. This will help create a clear, continuous accessible path that will be beneficial for all pedestrians.

Many crosswalks in the Project area lack curb ramps, or the existing curb ramps are substandard, inconveniently located, or pointed in the wrong directions. The proposed project will address this issue by installing ADA compliant curb ramps at all crossings and more visible striping. The installation of new curb ramps will make the project fully accessible and help promote walking to the surrounding communities.

Other Improvements to Routes. The Project is designed to complement and promote neighborhood walk trips to key destinations along this mixed-use, medium-density corridor. Those who use these facilities will be able to patronize and support local businesses without using their cars. An improved streetscape will increase visual interest for the pedestrian and encourage investment by local businesses in creating a more vibrant street presence. At its southern terminus, the Project is meant to interface with Tweedy Boulevard, the City's traditional Main Street, and to support first-last mile connections, with both Metro bus service and the GATE Trolley system offering frequent service on this segment of Long Beach Boulevard. The proposed design features will blend harmoniously with existing private developments and offer better pedestrian access and



LONG BEACH BOULEVARD PEDESTRIAN IMPROMENTS - Points of Interest

Community Facilities

01 Stanford Ave Park
02 Liberty Blvd Elementary
03 Southgate High School
04 Stanford Elementary
05 Madison Elementary
06 St Helen School
07 Stanford Primary School
08 Southeast High School
09 Southeast Middle School
10 Montara Ave Elemetary
11 Victoria Elementary
12 Walnut Park Elementary
13 East Los Angeles College
14 South Region Elementary
15 Redeemer Lutheran School

Employment Centers

16 Greenfield Care Center
17 Koos Manufacturing

Cultural & Popular Destinations

18 South Gate Plaza Shopping Center
19 Northgate Markets
20 Long Beach Business Corridor
21 First Southern Baptist Church
22 St Helen's Catholic Church
23 Firestone Assembly of God Church

Affordable Housing

24 South Gate Senior Villas

Legend
Schools
Project limits
Influence Area Buffer
Class I
Class II
Class III
Influence Events
Bike Collision
Pedestrian Collision
Rail Stations

more recreational opportunities. Improved lighting and landscaping in the project area are also anticipated to enhance the bicyclist experience.

Long Beach Boulevard at the intersections of Willow Place, Liberty Boulevard, and Illinois Avenue are used as safe route to school paths for Liberty Elementary School (K-5 grade, 514 students), South Regional High School No.9 (grades 9-12, 1,431 students), Stanford Elementary School (K-5 grade, 750 students), and Stanford Primary School Center (Kindergarten only). On Tweedy Boulevard, South East High School has 2,300 students. The East Los Angeles College Education Center, also located in the project area, has 4,500 students and 3,000 students take classes at the South Gate Adult Learning Center.

The project will improve accessibility of activity centers along Long Beach Boulevard, including professional offices, retail shops, restaurants, schools, churches and other public facilities. There are approximately 187 businesses in the Long Beach Corridor, including the South Gate Plaza Shopping. On weekend mornings, residents can be seen walking to and from the Redeemer Lutheran Church and School, and the Stanford Avenue Park.

The area is served by the Los Angeles County Metropolitan Transportation Authority (Metro); nine bus lines operate within 0.25 miles of the Project area. Within the project area itself, there are 14 transit stops with bus shelters at some locations. The project's improved lighting, elimination of gaps in the sidewalks, and ADA improvements will help the existing transit-dependent population better connect to the existing transit service. These improvements will also support the opportunity for new transit riders by making access easier, safer, and generally more pleasant.

While the City of South Gate does not currently have any planned future development in the area, a number of potential development sites have been identified as potential mixed-use developments. Some planned zoning changes within the City may enhance the potential for development at these sites. In addition, the new East Los Angeles Community College at the corner of Firestone Boulevard and Santa Fe Avenue is proposing a 9,000 student campus with the potential to increase enrollment to 18,000. The Azteca Market on 9020 Long Beach Blvd is a 3-story 6,000 square foot market that has yet to open, but is in the final stages of construction and will be opening in the very near term. The pedestrian improvements included in this project will support the connectivity of these new facilities to the residents of the Long Beach Boulevard influence area.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The proposed project improvements will complement the City of South Gate's existing initiatives encouraging residents to walk, bike, and use public transit to access activity centers. The City strongly promotes the use of transit, walking and bicycling through the support of its local transit system, Get Around Town Express (GATE), which provides 17 stops throughout the City and runs in 20 minute intervals. The City also sponsors a program that offers discounts to METRO monthly pass users. The project improvements will create streets that are safer and more inviting for non-motorized users by offering viable pedestrian and bicycle areas. Transit stops will be integrated into the pedestrian fabric as an equal partner in the various choices to travel up and down Long Beach Boulevard. Bicycle and pedestrian amenities such as benches, lighting, and bike racks will further promote these active transportation modes. These investments do much to support the City's current efforts to promote active transportation and transit.

In addition to the transit programs that the City supports, South Gate's General Plan emphasized the importance of a transportation system that is compatible with walkable and livable neighborhoods. It encourages the availability and convenience of alternative transportation modes, including transit, bicycling and walking. The project is also consistent with the Los Angeles County Master Plan and the Metro Long Range Transportation Plan; both promote multi-modal mobility and emphasize alternatives to the automobile.

Part B: Narrative Questions

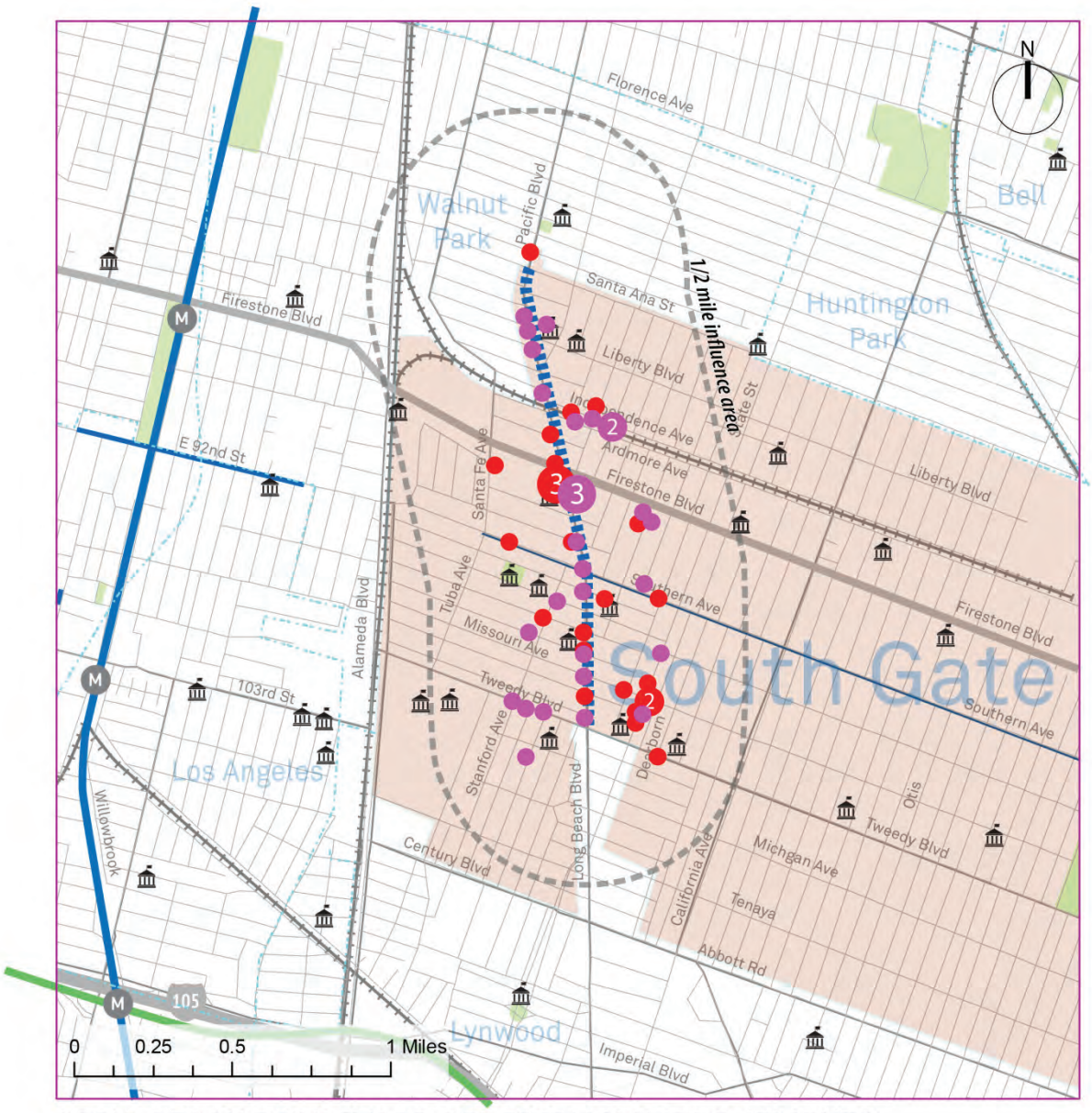
QUESTION #2 POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. *(0-25 POINTS)*

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

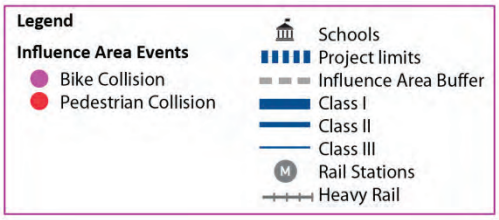
Data on the project location's history of collisions was obtained from the South Gate Police Department, which recorded a total of 6,214 traffic collisions in South Gate from 2003 to 2007, the most recent timeframe for which analysis was readily available. Of these, 1,091 (about 218 per year) involved injuries and 15 (about 3 per year) resulted in fatalities. The majority of injury and fatality incidents occurred on South Gate's high-volume streets, most notably Long Beach Boulevard, Firestone Boulevard and Tweedy Boulevard. The proposed project segment shares intersections with both Firestone Boulevard and Tweedy Boulevard.

The City highlights this history of collisions because, although not all of these incidents involved pedestrians or bicyclists, unsafe driver behavior accounted for the largest percentage of injuries sustained by non-motorized users on this segment of Long Beach Boulevard, according to data extracted from the UC Berkeley Transportation Injury Mapping System (TIMS) over a five-year period from January 2008 to December 2012. A total of 26 injuries (11 pedestrian and 15 bicyclist) were reported on the segment of Long Beach Boulevard between Santa Ana Street and Tweedy Boulevard. 12% of these injuries involved drivers using the wrong side of the road.

Motor Vehicle Collision With	Within Project Limits				
	Fatalities	Injuries			Total
AIS Severity Level	*1*	*2*	*3*	*4*	
Pedestrian	0	1	3	7	11
Bicyclist	0	2	8	5	15
Total	**0**	**3**	**11**	**12**	**26**



LONG BEACH BOULEVARD PEDESTRIAN IMPROVEMENTS
Bicycle and Pedestrian Collision Events



B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.	
- Improves sight distance and visibility between motorized and non-motorized users.	X
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.	X
- Improves local traffic law compliance for both motorized and non-motorized users.	
- Addresses inadequate traffic control devices.	
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.	
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.	

The City has incorporated proven safety countermeasures into the design of the proposed Project to address the history of collisions documented in the response to Question 2A.

Eliminates potential conflict points between motorized and non-motorized users. Sidewalk gaps and sidewalk obstructions will be eliminated to create a continuous walkway. The railroad track crossing at the intersection of Long Beach Boulevard and Ardmore Avenue is particularly cumbersome location where gaps in the sidewalk network expose pedestrians to greater risk of collision. During a field walk assessment, the City observed a disabled woman in a motorized wheelchair navigating this area with difficulty, due to the uneven, bumpy pavement. The pedestrian signal phase was barely long enough to allow her to reach the railroad tracks, which operates as a de facto median refuge. The lack of adequate striping at this intersection also led to the intrusion of stopped vehicles into the crosswalk on Long Beach Boulevard. The construction of missing sidewalks and replacement of substandard curb ramps will make the boulevard accessible to all users.

Improves sight distance and visibility between motorized and non-motorized users. Crosswalks and mid-block crossings will be enhanced with textured, contrasting pavement and high visibility striping for improved pedestrian safety and greater driver compliance. New pedestrian street lighting will illuminate several dark sections of sidewalk due to incomplete street lighting oriented to the street only.

Part B: Narrative Questions

QUESTION #3 PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

Public input was an essential part of planning this Project as part of an overall Bicycle and Pedestrian Transportation Plan adopted by the City Council in 2012. Comprehensive public outreach enabled the consultant team and city staff to learn about the pedestrian and bicycling environment in South Gate, to understand the community's needs and desires, and to set priorities. The outreach program included a Technical Advisory Committee comprised of representatives from:

- South Gate Community Development Department
- South Gate Public Works Department
- Hartzog & Crabill Inc., the City's Traffic Engineering Consultant
- South Gate Police Department
- Los Angeles Unified School District
- South Gate Code Enforcement
- South Gate Planning Commission
- South Gate Parks and Recreation Department
- Residents and local business owners

The committee also contained several avid bicyclists who either work or live in the City. In addition, social media, a bicycle survey instrument, and a number of public meetings were included in the outreach effort.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

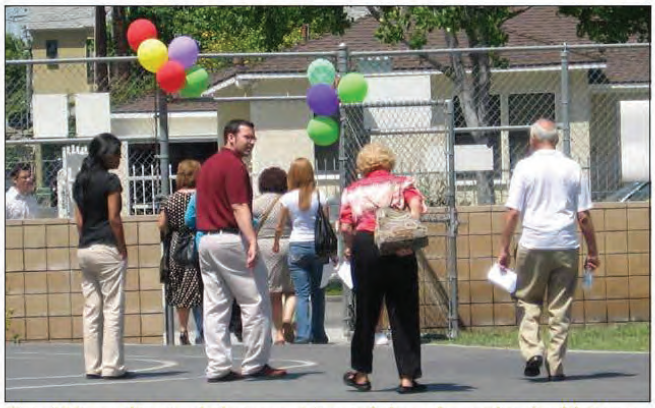
For the Bicycle and Pedestrian Transportation Plan development, a Technical Advisory Committee (TAC) formed of key stakeholders from the city and the community was developed. In addition, a survey was conducted to help the City and TAC in understanding who is bicycling in South Gate and what types of trips they are taking. The survey also solicited input related to the types of improvements bicyclists would like to see made. The City of South Gate's website provided a link to the survey, and the city emailed constituents about the survey using city listserves. Paper surveys were available at all the parks and community centers in

South Gate. The survey received 207 responses. The findings are organized into four subsections: (1) information about the survey respondents, (2) reasons for bicycling in South Gate, (3) barriers to bicycling in South Gate, and (4) suggestions for bikeways and bicycle parking locations.

During the planning process, the City also held three public workshops. The first public workshop presented the overall scope of the planning effort and the types of bikeways and other facilities that could be proposed. Participants drew on maps to show where they would like to see bikeways and bike parking. The second workshop presented the draft bikeway network. Proposed routes were ranked by participants of the public meeting. The third workshop invited the public to comment on the draft plan.

The City invited the public to provide further input through email, fax, or mail. All public comments were taken into consideration, and many of the recommendations and suggestions were incorporated into the Plan. In addition, social media such as Facebook was employed to announce meetings and solicit input. For example, a meeting January 12, 2012 was held at the South Gate Senior Center during the Bicycle Transportation Plan development. Childcare was provided at this event (see Attachment I-3).

Along with the public outreach conducted for the Bicycle Transportation Plan, the City of South Gate's 2035 General Plan also involved a rigorous public outreach effort. From the start of the General Plan process, the City sought to aggressively implement the state's requirement for public engagement through a blend of grassroots community outreach, culturally sensitive engagement, and participatory planning techniques. The outreach process involved hundreds of diverse residents in the development of a vision for the future of South Gate, and it led to the city's receipt of a Public Outreach Award from the Los Angeles Section of the American Planning Association in 2007. Discussion related to Long Beach Boulevard land use, health, and transportation was a focus of the Plan's public outreach efforts.



Over 100 people attended communicty workshops focused on health issues in SouthGate.

Citizens participated in a work Audit to identify health issues in their community.

In preparation for the Healthy Community

Element, South Gate conducted three public workshops to educate residents about the relationship between planning and health, to better understand the community's priorities for health, and to provide an opportunity for citizens to discuss their concerns about the overall health in the community, and the quality and safety of the pedestrian environment. More than 100 people attended these workshops. The data gathered at these workshops directly informed the content of the Healthy Community Element.

For the Mobility element of the 2035 General Plan, South Gate held a Transportation public workshop focused on the City's major transportation challenges and opportunities. During the workshop, resident input was solicited. Workshop participants emphasized the general need for expanded public transit and a safer and more inviting pedestrian network. Residents also provided invaluable "on-the-ground" knowledge of specific problem areas and circulation patterns in South Gate, which included potential solutions for specific intersections, locations of future bicycle and pedestrian facilities, concepts for specific streets, and locations of public transportation improvements, among other items. The information collected through this public outreach process fed directly into the Mobility Element of the General Plan and informed the project for which funding is being requested.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Based on the results of an initial community workshop and a citywide survey on bicycling, a draft bikeway network was developed and vetted with City staff and the TAC as part of the Bicycle Transportation Plan. The network was presented to the public in a community workshop, and feedback related to the routes was solicited. Input was incorporated and a draft plan for the City staff and public to review was developed. The final plan is the product of a process that emphasized stakeholder participation and public feedback.

For the City's General Plan, numerous public meetings and workshops were held to establish General Plan Goals and objectives. A transportation focus group was an important element of the public outreach effort, particularly with respect to the Mobility component of the General Plan. In addition, the General Plan team conducted interviews at the beginning of the General Plan process with the community's major stakeholders – such as city officials and local leaders in the fields of business, education, transportation, development, social services, and planning. There is no known opposition to this project.

The public outreach components of these planning efforts helped to narrow City priorities with respect to active transportation location and priority investments.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Building on the public outreach experiences of the City through the Bicycle Transportation Plan and General Plan 2035 development, additional community outreach will be conducted as part of the NEPA/CEQA environmental clearance process. Additionally, the City will establish and maintain a project web site to keep residents and businesses informed of important updates and milestones.

Part B: Narrative Questions

QUESTION #4 IMPROVED PUBLIC HEALTH *(0-10 points)*

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

South Gate, as part of the San Antonio Health District defined by the Los Angeles County Department of Public Health (LACDPH), has a higher rate of people (20 percent higher for adults and 40 percent higher for children) who report being in poor or fair health overall than is found in Los Angeles County as a whole. The City's health challenges include high rates of obesity and death rates from diabetes, poor nutrition, lower-than-average access to healthcare, and higher-than-average rates of poverty.

District data also suggests that obesity, which is strongly affected by lack of physical activity, may be a critical public health problem for South Gate. This is borne out by the fact that 68.0 percent of South Gate residents are obese or overweight, compared to 56.4 percent of residents in Los Angeles County and 56.1 percent state-wide. These rates also have been increasing at nearly twice the rate of Los Angeles County since 1999, thus making obesity a major issue for the City.

Residents of South Gate have lower than average access to insurance and health care facilities. With 32 percent of adults and 12 percent of children uninsured, South Gate and surrounding cities have about 50 percent more uninsured residents than the County as a whole. South Gate's high rate of uninsured residents is a public health problem with wide-ranging negative impacts resulting from lack of treatment for treatable diseases and lack of preventative care. Even if residents are insured, there are a limited number of health care facilities in the City. There are no hospitals in South Gate, though there are some relatively close by. Close-by facilities include St. Francis Medical Center in Lynwood, the Bell Gardens Health Center, Downey Regional Medical Center, and AltaMed Health Services in Pico Rivera.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The City of South Gate has partnered with the Kaiser Foundation and the Los Angeles County Department of Public Health to develop the Healthy Community Element of its 2035 General Plan (see Attachment I-4). Recognizing the interconnectedness of transportation, land use, and public health, the General Plan takes a holistic, integrated approach to improving the well-being of South Gate residents. The proposed pedestrian

improvements help to advance the implementation of the Healthy Community Element by remedying current streetscape conditions that discourage walking for the approximately 28% of all household trips taken in the SCAG region that are one mile or less. These types of trips are missed opportunities for physical exercise that can be easily integrated into daily routines. Specifically, this Project will: 1) promote more walk trips and increase both the number of steps taken and calories burned by children and adults; 2) provide more desirable conditions for first-last mile connections with transit; and 3) reduce the number of vehicles picking up or dropping off children at nearby Liberty Elementary School (K-5 grade, 514 students), South Regional High School No.9 (grades 9-12, 1,431 students), Stanford Elementary School (K-5 grade, 750 students), and Stanford Primary School Center (Kindergarten only). Idling vehicles produce higher than average amounts of pollutants, which are then concentrated around schools.

The Center for Disease Control recommends that adults average at least 22 daily minutes in moderate physical activity, such as brisk walking, to stay fit and healthy. One year after completion, the Project will generate 134 additional daily walk trips, equivalent to 80,400 more steps taken per day, and an average 10 minute increase [1] in daily physical activity per each additional person trip—almost 50% of the CDC recommended goal. Overall, fewer than half of South Gate residents achieve this target, but most public transportation passengers do meet this target while walking to and from transit stops. In multivariate analysis, rail users, minorities, people in households earning <$15,000 a year, and people in high-density urban areas are more likely to spend ≥30 minutes walking to and from transit daily.

Concurrently, new research by the journal *Health Affairs* shows medical spending averages $1,400 more a year for an obese person than for someone who is a normal weight. The Trust for Public Land (TPL) also estimates that modest amounts of physical activity can reduce annual medical costs by $250 for people under 60, and by as much as $500 for people over 60, for those who are not necessarily overweight or obese. From this standpoint, increased walk trips associated with the Long Beach Boulevard improvements may play a direct role in lowering health care costs for residents who are uninsured or underinsured.

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[1] based on average 0.3 mi trip

Part B: Narrative Questions

QUESTION #5 BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points)*

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Census Tract(s)	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6037535605	$36,811	4,306	39.93	81-85%	X	X
6037535501	$37,466	3,836	48.91	91-95%	X	X
6037535603	$36,324	3,446	50.63	91-95%	X	X
6037534804	$34,746	4,059	42.01	81-85%		X
6037535503	$29,147	2,417	44.43	86-90%		X
6037535803	$35,852	4,135	39.05	76-80%		X
6037535604	$38,150	4,369	45.55	86-90%		X
6037534803	$32,083	4,565	53.01	91-95%		X
6037535607	$48,295	4,343	44.61	86-90%		X
6037534802	$42,969	2,806	41.34	81-85%		X
6037535606	$30,000	1,915	49.89	91-95%		X

	Yes	No
Is the project located in a disadvantaged community?	X	
Does the project provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community?	X	

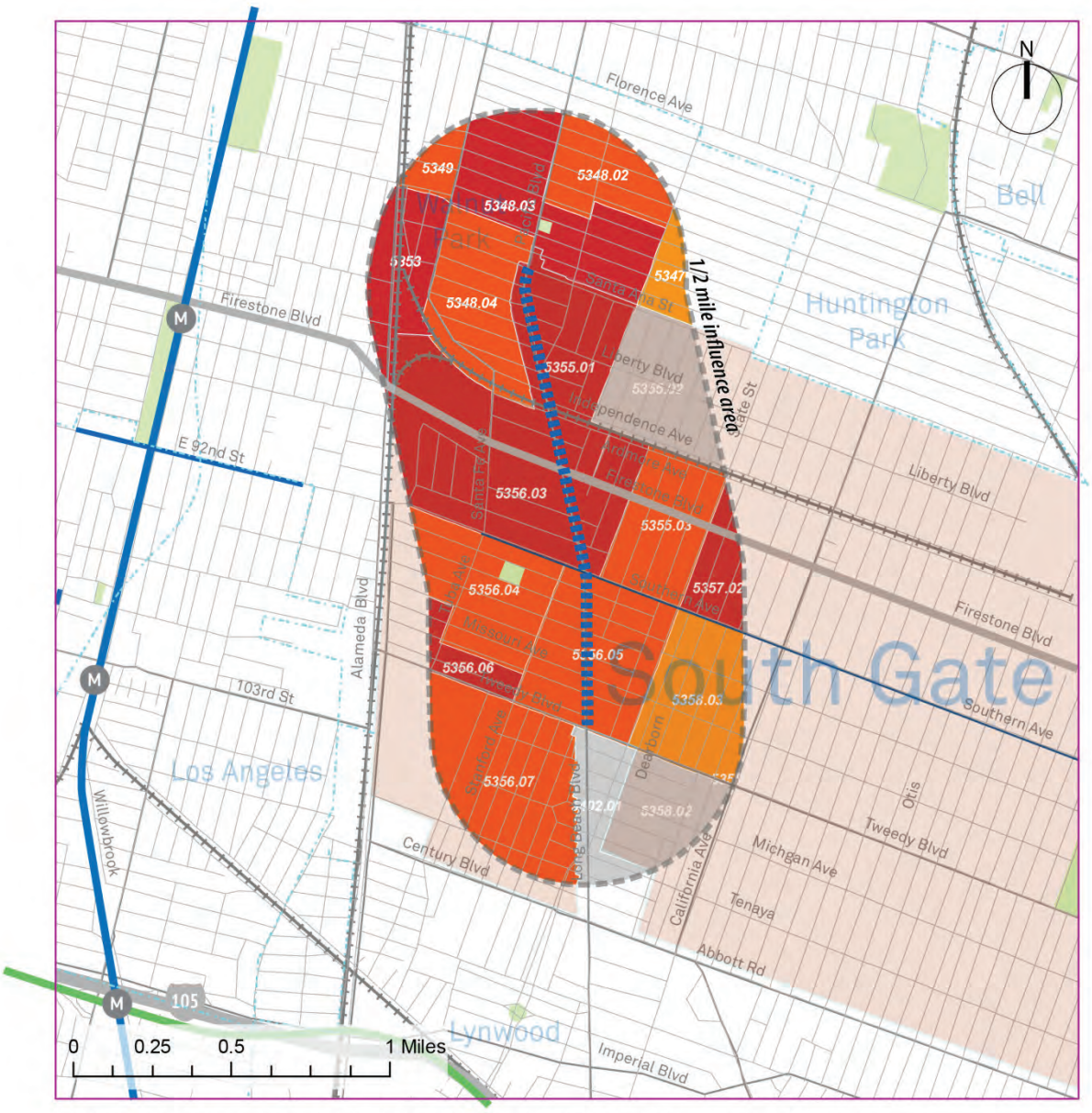
Which criteria does this project meet?

Option 1. Median household income by census tract for the community(ies) benefited by the project.	
Option 2. California Communities Environmental Health Screen Tool 2.0 (CalEnvironScreen) score for the community benefited by the project.	X
Option 3. Percent of students eligible for the Free or Reduced Price Meals Programs	
Option 4. Alternative criteria for identifying disadvantaged communities.	

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.	100%

The proposed Project on Long Beach Boulevard between Santa Ana Street and Tweedy Boulevard is 100 percent located within Los Angeles County Census tracts (5356.05, 5355.01, and 5356.03), ranked among the



LONG BEACH BOULEVARD PEDESTRIAN IMPROVEMENTS
Disadvantaged Community Mapping

Legend

Project Limits

CES 2.0 Census Tract Percentile Scores

- Below 75%
- 76-80%
- 81-90%
- 91-100%

top 25 percent disadvantaged communities in the State, based on the California Communities Environmental Health Screen Tool 2.0 (CalEnvironScreen) score. All funds requested will be expended in these communities.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

As documented in the response to Question 4A, the residents of South Gate are a disadvantaged group, based on their disproportionately high rates of obesity, death rates from diabetes, poor nutrition, level of access to health insurance, and exposure to safety hazards at dangerous intersections. This Project will provide a direct, meaningful, and assured benefit to local residents in South Gate who can now walk safely on a sidewalk (rather than in the street) to access local shopping centers, community facilities and resources. Project improvements will also include installing ADA-compliant curb ramps, thus opening up access and improving mobility for pedestrians in wheelchairs, another disadvantaged group.

For longer trips, this Project will enhance access to transit stops located along Long Beach Boulevard, which is served by nine local and regional bus routes. The expectation is that, once encouraged to walk more, residents will also become more knowledgeable about transit options and be induced to access community resources that improve their overall health and well-being, such as fresh food at the weekly South Gate Farmers Market, held on Mondays at the northwest corner of Tweedy Blvd and Pinehurst Ave. The farmer's market is located approximately 2.0 miles from the southern terminus of the Project and accessible via a connecting bus trip on Metro Route 117 or the GATE Trolley Eastside Route, as well as a planned Class II bike lane along Tweedy Boulevard.

Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6 COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

In selecting this alternative, the City contemplated a number of bike and pedestrian improvements. The City's Bicycle Master Plan identifies Long Beach Boulevard as a future bike-friendly corridor. Accordingly, Class II bike lanes were considered, particularly because they would intersect with existing facilities on Tweedy Boulevard, generating a "network effect" likely to result in citywide increases in bicycle trips. A geometric analysis of the roadway determined that existing roadway is not wide enough to accommodate bike lanes without the elimination of travel lanes. Because the project area represents a relatively short segment of a major arterial traversing multiple jurisdictions, removing lanes (i.e., a road diet) would have created chokepoints as the road narrowed and widened at the Project limits. Given the technical issues involved, the City decided that the most cost-effectiveness alternative would focus on increasing neighborhood walk trips to the multiple activity centers located along the corridor and defer to a future project phase the more expensive treatments required to make Long Beach Boulevard, at 70' wide and with over 25,000 ADT, adequately attractive and safe for cyclists.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

The ATP Benefit/Cost Tool estimates that the benefit to cost (B/C) ratio for this Project will be 4.52. This means that the project will leverage every dollar in costs to generate $4.52 in benefits. The project has a positive net present value of $5.67 million in benefits (discounted at 4 percent), and the benefit to funds requested ratio for this Project is 5.65.

The ATP Benefit/Cost Tool assumes a 2.0 percent population growth rate based on historic growth rates in California from 1955 to 2011. However, the Southern California Association of Governments (SCAG) estimates that many areas in the SCAG region will grow at a much lower rate between now and 2040 (approximately 0.5 percent). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized

assumptions for population growth. This will help take into account the difference between benefits in higher versus lower-growth areas of the State. Additional feedback on potential model enhancements for the next cycle of the ATP Benefit/Cost Tool is documented in Attachment I-6.

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7 LEVERAGING OF NON-ATP FUNDS *(0-5 points)*

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The total project cost is estimated to be $2,380,200. The City is providing non-ATP funds toward eligible costs in the amount of $336,250, for a leveraging percentage of 14.1%. The City of South Gate is requesting an ATP Cycle grant award of $2,043,950 to implement the proposed improvements.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8 USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 or -5 points)*

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

☒ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

☐ Neither corps can participate in the project (0 points)

☒ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below

- Install bike shelters and bike racks
- Plant trees
- Traffic control

☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

☐ Applicant has not coordinated with both corps (-5 points)

Part B: Narrative Questions
Detailed Instructions for: Question #9

QUESTION #9 APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. ***Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

In the past five years, the City of South Gate was awarded Cycle 2 Federal Safe Routes to School (SRTS) funds for non-infrastructure programs at 16 schools. With these funds, the City has successfully delivered a SRTS Plan for South Gate Middle School and plans to create a citywide SRTS plan with coordinated policies and efforts for each of the other schools.

B. Caltrans response only:

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____ Date: 5/28/15
Name: Arturo Cervantes, P.E. Phone: (323) 563-9512
Title: Director of Public Works/City Engineer e-mail: acervantes@sogate.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:

Project Title:	LONG BEACH BOULEVARD PEDESTRIAN IMPROVEMENTS				
District	County	Route	EA	Project ID	PPNO
07	Los Angeles				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				75				75
PS&E				301				301
R/W								
CON					2,210			2,210
TOTAL				376	2,210			2,586

Notes:

ATP Funds: Infrastructure Cycle 2 — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				65				65
PS&E				262				262
R/W								
CON					1,923			1,923
TOTAL				327	1,923			2,250

Funding Agency:

Notes:

ATP Funds: Non-infrastructure Cycle 2 — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Plan Cycle 2 — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Previous Cycle — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Future Cycles — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title:	LONG BEACH BOULEVARD PEDESTRIAN IMPROVEMENTS				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
07	Los Angeles				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	**Prop C Local Return**								**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)				10				10	South Gate
PS&E				39				39	**Notes:**
R/W									
CON					287			287	
TOTAL				49	287			336	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes:**
R/W									
CON									
TOTAL									

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes:**
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes:**
R/W									
CON									
TOTAL									

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes:**
R/W									
CON									
TOTAL									

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes:**
R/W									
CON									
TOTAL									

2 of 2

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP ***Infrastructure****-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** **Engineer's Initials:** CH
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: **Engineer's Initials:** CH
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** CH
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** CH
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** **Engineer's Initials:** CH
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** **Engineer's Initials:** CH
   a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
   b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
   c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
   d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

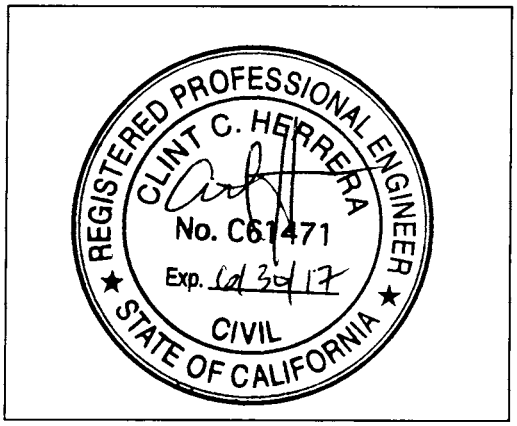
7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** CH
   ☒ N/A
   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** **Engineer's Initials:** CH
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

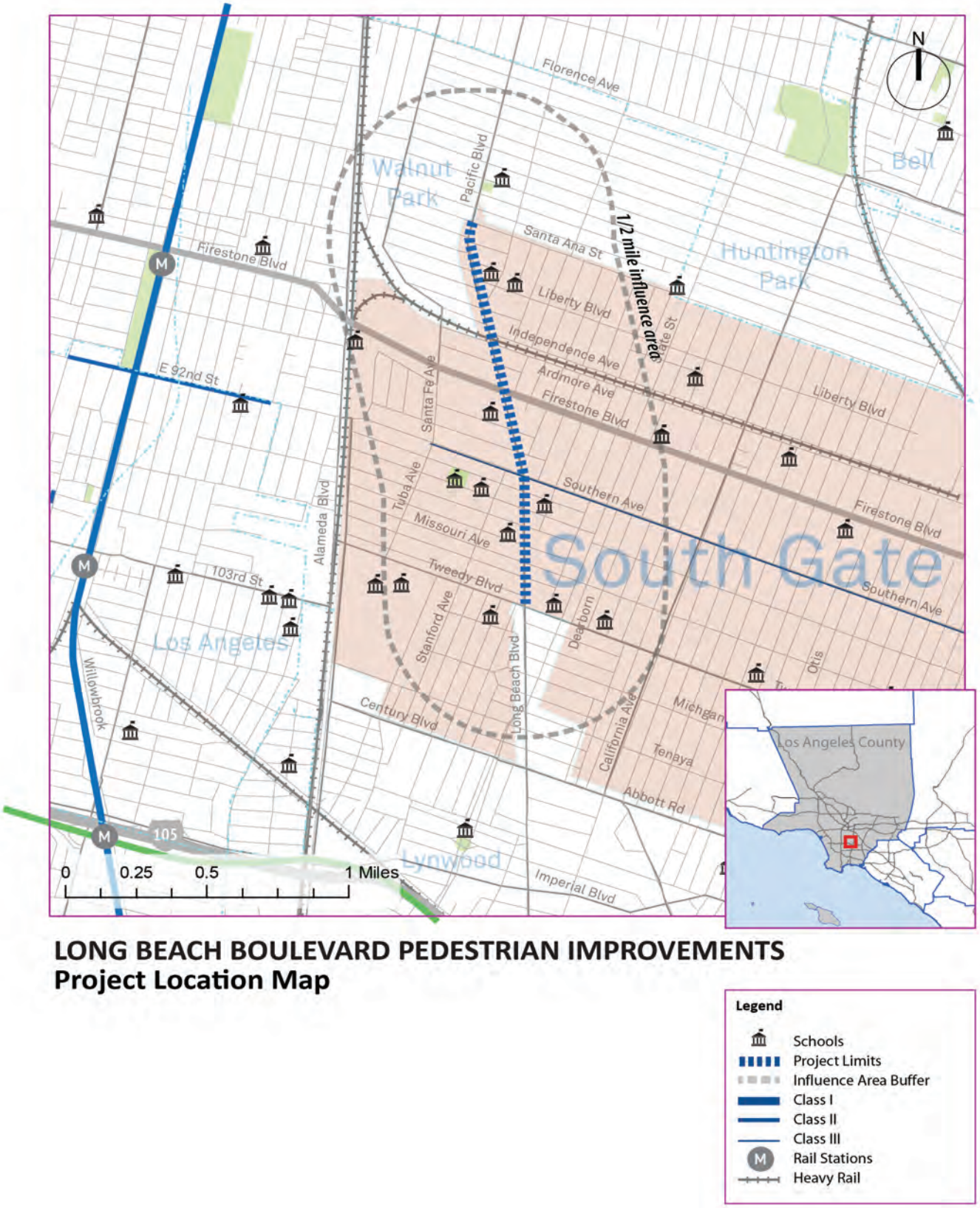
Licensed Engineer:

Name *(Last, First)*: Herrera, Clint
Title: Assistant City Engineer
Engineer License Number: 61471
Signature:
Date: 5/28/15
Email: cherrera@sogate.org
Phone: (323) 563-9582

Engineer's Stamp:



Attachment D. Project Location Map

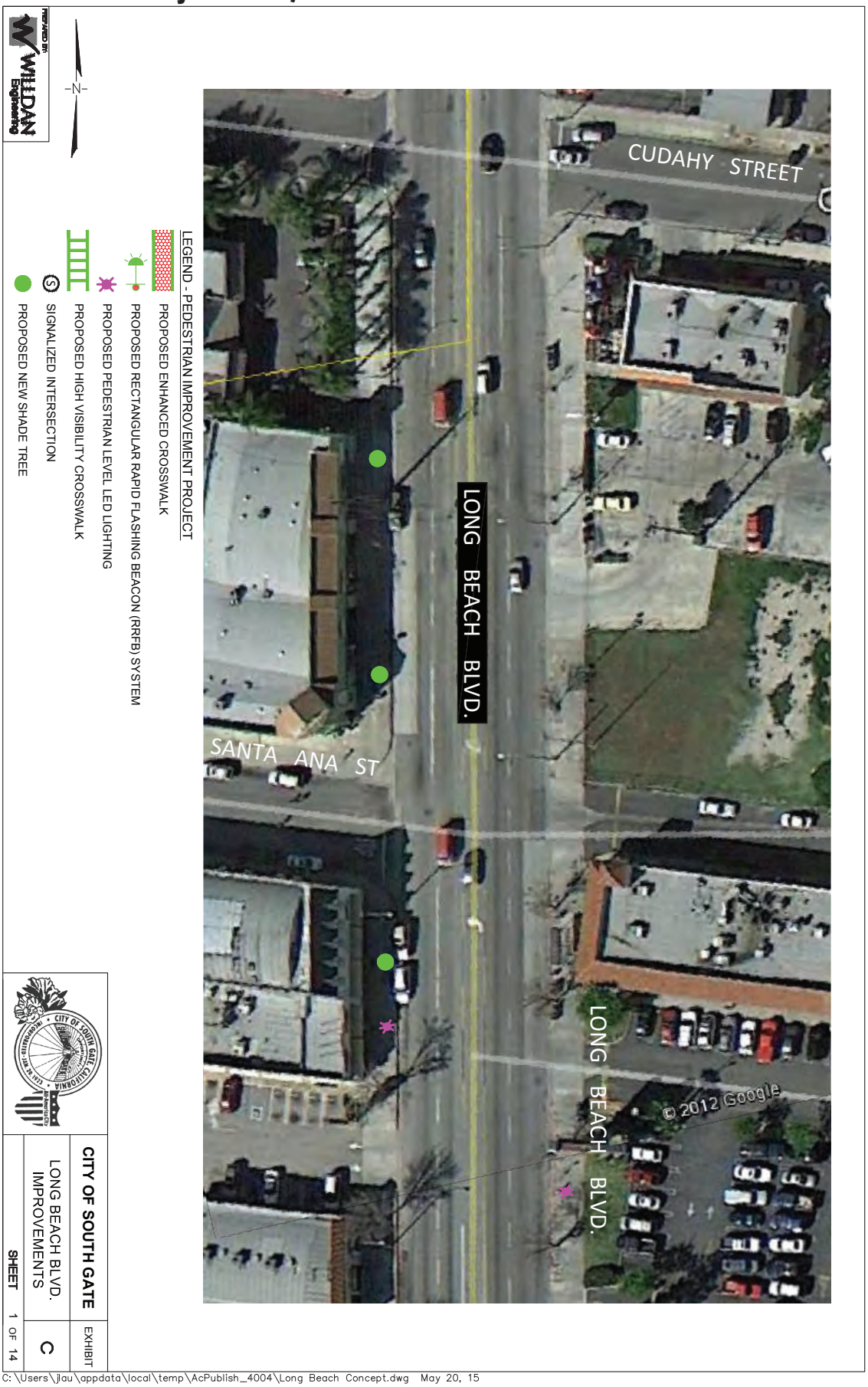


LONG BEACH BOULEVARD PEDESTRIAN IMPROVEMENTS
Project Location Map

Legend

- Schools
- Project Limits
- Influence Area Buffer
- Class I
- Class II
- Class III
- Rail Stations
- Heavy Rail

Attachment E. Project Plans/Cross Sections




PREPARED BY:
WILLDAN Engineering
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LEGEND - PEDESTRIAN IMPROVEMENT PROJECT
PROPOSED ENHANCED CROSSWALK
PROPOSED RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM
PROPOSED PEDESTRIAN LEVEL LED LIGHTING
PROPOSED HIGH VISIBILITY CROSSWALK
SIGNALIZED INTERSECTION
PROPOSED NEW SHADE TREE
© 2012 Google
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LIBERTY BLVD.
CASS PL.
LONG BEACH BLVD.
POPLAR PL.
SEVILLE AVE.
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PROPOSED HIGH VISIBILITY CROSSWALK
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POPLAR PL.
Long Beach Blvd
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INDEPENDENCE AVE.
LONG BEACH BLVD.
INDEPENDENCE AVE.
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ORCHARD PL.
LONG BEACH BLVD.
Long Beach Blvd
LAUREL PL.
Laurel Pl
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SIGNALIZED INTERSECTION
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LAUREL PL.
LONG BEACH BOULEVARD
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PROPOSED HIGH VISIBILITY CROSSWALK
SIGNALIZED INTERSECTION
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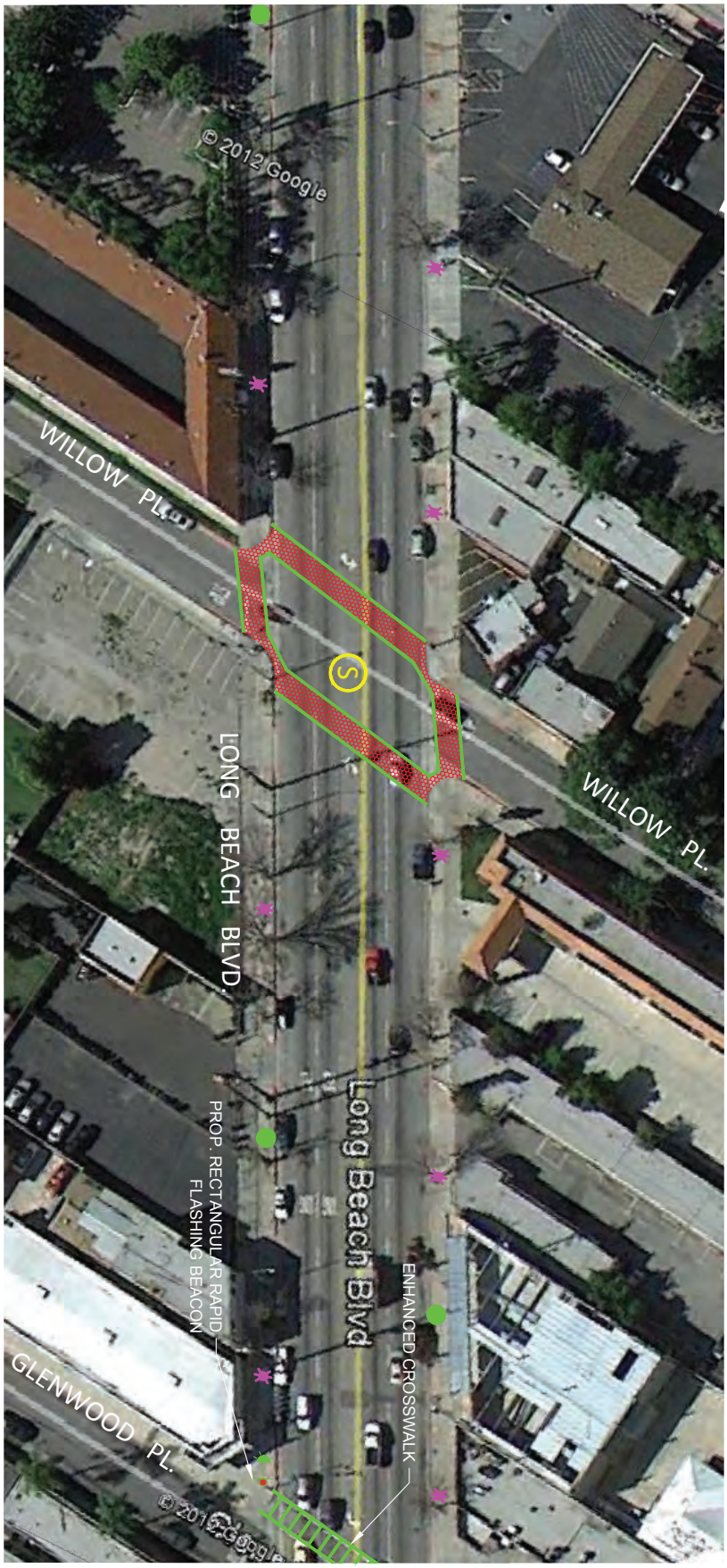

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- PROPOSED PEDESTRIAN LEVEL LED LIGHTING
- PROPOSED HIGH VISIBILITY CROSSWALK
- SIGNALIZED INTERSECTION
- PROPOSED NEW SHADE TREE

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PROP. RECTANGULAR RAPID FLASHING BEACON
ENHANCED CROSSWALK
GLENWOOD PL.
LONG BEACH BLVD.
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SOUTHERN AVE.
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SIGNALIZED INTERSECTION
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IOWA AVE.
Iowa Ave
Long Beach Blvd
LONG BEACH BLVD.
ENHANCED CROSS WALK
ILLINOIS AVE
Illinois Ave
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LONG BEACH BLVD.
KANSAS AVE.
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KANSAS AVE.
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MISSOURI AVE.
Missouri
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INDIANA AVE.
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- PROPOSED HIGH VISIBILITY CROSSWALK
- SIGNALIZED INTERSECTION
- PROPOSED NEW SHADE TREE

PREPARED BY: WILLDAN Engineering

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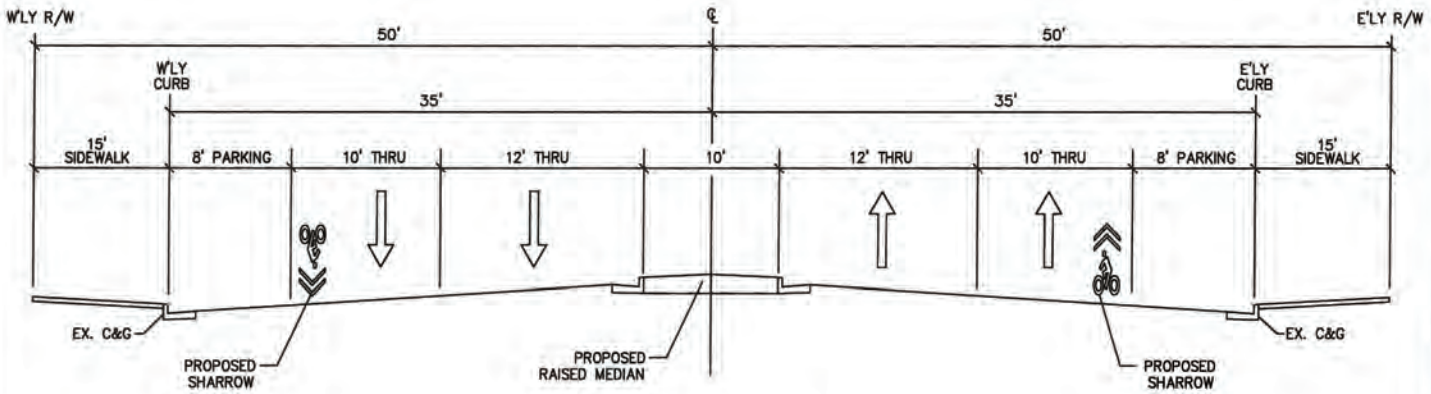


PROPOSED TYPICAL CROSS SECTION
LONG BEACH BOULEVARD
N.T.S.

WILLDAN Engineering	CITY OF SOUTH GATE	EXHIBIT
	LONG BEACH BLVD. CROSS SECTION	E

PHOTO 1

PHOTO 2

1 **Roadway, S/O Firestone.**

2 **Sidewalk, S/O Firestone.**

Long Beach Boulevard Pedestrian Improvements

Attachment F - Photos of Existing Conditions

PHOTO 3

PHOTO 4

3 **Sidewalk N/O Tweedy Boulevard.**

4 **Roadway N/O Tweedy Boulevard.**

Long Beach Boulevard Pedestrian Improvements

Attachment F - Photos of Existing Conditions

PHOTO 5

PHOTO 6

5 **Intersection at Willow Place.** Enhanced crosswalk will be installed at this location.

6 **Roadway S/O Firestone Boulevard.**

Long Beach Boulevard Pedestrian Improvements

Attachment F - Photos of Existing Conditions

7 **Sidewalk b/t Seville Ave and Poplar Place.**

8 **Roadway at Seville Ave/Poplar Place.**

Long Beach Boulevard Pedestrian Improvements

Attachment F - Photos of Existing Conditions

PHOTO 9

PHOTO 10

9 **Intersection at Seville Ave/Popular Place.** High-visibility crosswalk will be installed near this location.

10 **Intersection at Liberty Blvd.**

Long Beach Boulevard Pedestrian Improvements

Attachment F - Photos of Existing Conditions

Attachment G. Detailed Cost Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of South Gate				
Application ID:	07-South Gate-2	**Prepared by:**	Willdan Engineering	**Date:**	5/20/2015
Project Description:	Long Beach Blvd Pedestrian Improvements				
Project Location:	Long Beach Blvd from Santa Ana St to Tweedy Blvd				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

Note: Cost can apply to more than one category. Therefore may be over 100%.

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items %	ATP Eligible Items $	Landscaping %	Landscaping $	Non-Participating Items %	Non-Participating Items $	To be Constructed by Corps/CCC %	To be Constructed by Corps/CCC $
1	Remove and construct 4-inch thick PCC sidewalk over compacted native.	10,000	SF	$6.00	$60,000	100%	$600						
2	Stamped concrete	12,500	SF	$12.00	$150,000	100%	$1,500						
3	Remove and construct curb ramp with truncated domes per SPPWC Std Plan No. 111-4.	32	EA	$5,000.00	$160,000	100%	$1,600						
4	Install pedestrian lighting conduit	15,600	LF	$25.00	$390,000	100%	$3,900						
5	Install pedestrian lighting pole, LED luminaire, and pull box	80	EA	$5,000.00	$400,000	100%	$4,000						
6	Install bicycle racks	6	EA	$1,000.00	$6,000	100%	$60					100%	$60
7	Install solar rapid rectangular rapid flashing beacon system	2	EA	$40,000.00	$80,000	100%	$800						
8	Install signing and striping	1	LS	$75,000.00	$75,000	100%	$750						
9	Relocate existing street lighting pull box	8	EA	$1,000.00	$8,000	100%	$80						
10	Plant 24" box tree in existing tree well	30	EA	$300.00	$9,000	100%	$90	100%	$90			100%	$90
11	Remove existing tree	10	EA	$1,000.00	$10,000	100%	$100	100%	$100			100%	$100
12	Remove and construct curb & gutter	200	LF	$50.00	$10,000	100%	$100					100%	$100
13	Informational project sign	2	EA	$1,500.00	$3,000	100%	$30						
14	Construction survey	1	LS	$50,000.00	$50,000	100%	$500						
15	Implementation of BMPs	1	LS	$30,000.00	$30,000	100%	$300						
16	Traffic control	1	LS	$75,000.00	$75,000	100%	$750					100%	$750
17	Mobilization	1	LS	$50,000.00	$50,000	100%	$500						
	Subtotal of Construction Items:				**$1,566,000**		**$15,660**		**$190**				**$1,100**
	Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**			**20.00%**	**$313,200**								
	Total (Construction Items & Contingencies) cost:				**$1,879,200**								

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 75,000		
Plans, Specifications and Estimates (PS&E):	$ 300,840		
Total PE:	**$ 375,840**	**20.00%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ -		
Acquisitions and Utilities:	$ -		
Total RW:	**$ -**		
Construction (CON)			
Construction Engineering (CE):	$ 331,500	**15.00%**	15% Max
Total Construction Items & Contingencies:	$1,879,200		
Total CON:	**$ 2,210,700**		
Total Project Cost Estimate:	**$ 2,586,540**		

Attachment H. Non-Infrastructure Work Plan

[Not Applicable. This page left intentionally blank]

Attachment I-1 Screening Criteria: Consistency with Regional Plans

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO) representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health, and improving air quality. The RTP supports Active Transportation through the development of bicycle and pedestrian policies.

Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar electrical devices. For the purposes of this report, Active Transportation will generally refer to bicycling and walking, the two most common methods. Walking and bicycling are essential parts of the SCAG transportation system, are low cost, do not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. As the region works towards reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians

The strategies established by the Active Transportation Chapter will adhere to the following goals and objectives:

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
  - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
  - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
  - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
  - **Objective 2.2:** Estimate project costs associated with this vision.
  - **Objective 2.3:** Estimate the benefits of these investments.
  - **Objective 2.4:** Support local jurisdictions with the development of their local plans.
- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
  - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
  - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
  - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The following sections will illustrate the existing conditions, identify potential opportunities and provide recommendations that may assist in achieving a more bicycle and pedestrian friendly region. The policies and recommendations established by this Active Transportation chapter can also assist local jurisdictions and agencies in the development of more comprehensive policies that improve public health, safety, and welfare.

Existing Conditions

Physical Setting

The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant temperature variations throughout the day. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. The majority of the western portion of the region is highly developed with suburban areas, with some areas of dense urbanization. The inland areas of the region are becoming developed with significant suburbanization and pockets of urban development, but are primarily undeveloped or designated as national and state parkland.

Political Environment

Recent shifts in the political environment have increased support for Active Transportation (please see **FIGURE 1** Legislative Timeline). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) challenged officials to make "bicycles a more viable part of the transportation network." The Transportation Equity Act for the 21st Century (TEA-21) provided additional Federal funds for surface transportation, such as pedestrian

REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future
Southern California Association of Governments
ADOPTED APRIL 2012

Our Vision

Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for our goods movement system. The development of a world-class zero- or near-zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction, and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation will allow our residents to lead a healthier, more active lifestyle. It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for its 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

ECONOMIC RECESSION

[800,000] jobs have been lost in the region due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

Proposed Action/Strategy	Responsible Party(ies)
Work with state lenders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.	SCAG, State
Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.	CTCs, Municipal Transit Operators
Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.	SCAG, State
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action/Strategy	Responsible Party(ies)
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions, COGs, SCAG, CTCs
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School initiatives, which may already have components of such educational programs in place.	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions

Image courtesy of the California High-Speed Rail Authority

Our Vision for Active Transportation Beyond 2035

The 2012–2035 RTP/SCS Constrained Plan proposes investing over $6.7 billion toward active transportation, including the development of over 5,700 miles of bikeways and improvements to significant amount of sidewalks in our region. In addition to these projects, SCAG hopes to substantially increase bicycling and walking in the region by creating and maintaining an active transportation system that includes well-maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security for all users. The active transportation vision for the strategic transportation system is one where bicycling or walking is simply the most logical and efficient choice for most short trips. To achieve that vision, SCAG and local jurisdictions must create the conditions by which active transportation is more attractive than driving for short trips (less than three miles for bicycles, one-half mile for walking). The goals are to develop and build a dense bicycle network so that all SCAG residents and visitors can easily find and access a route to their destination—incorporate Complete Streets policies in street design/redesign and Compass Blueprint strategies for land use—and ensure ADA compliance on all sidewalks.

BIKEWAYS

Further enhancements to the active transportation system should be considered to make bicycling and walking a more feasible and desirable transportation option. The strategic bikeway plan envisions a three-tiered system to achieve those goals: an expanded regional bikeway network, citywide bikeways in each city, and neighborhood bikeways.

- The Regional Bikeway Network is expanded over the constrained plan, developing a grid pattern where possible in urbanized areas. Each designated regional bikeway links to other regional bikeways and to city bikeways for commuters and recreational riders. Although not as free-flowing as freeways, the Regional Bicycle Network links the cities in the region in a similar manner. To the greatest extent possible, the regional bikeway network should be Class 1, Class 2 bikeways/cycle tracks, or even painted sharrows with appropriate signage and wayfinding.
- Citywide bikeways link neighborhood bikeways to regional bikeways and major city destinations, such as employment, retail, and entertainment centers. These will

often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.

- Neighborhood bikeways link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

Completion of this system will require coordination among cities as well as parallel improvements within each city and in unincorporated areas of counties. It will involve roughly a doubling of the bicycle network beyond the constrained plan to 24,000 miles, with a cost estimated at around $12 billion.

PEDESTRIANS

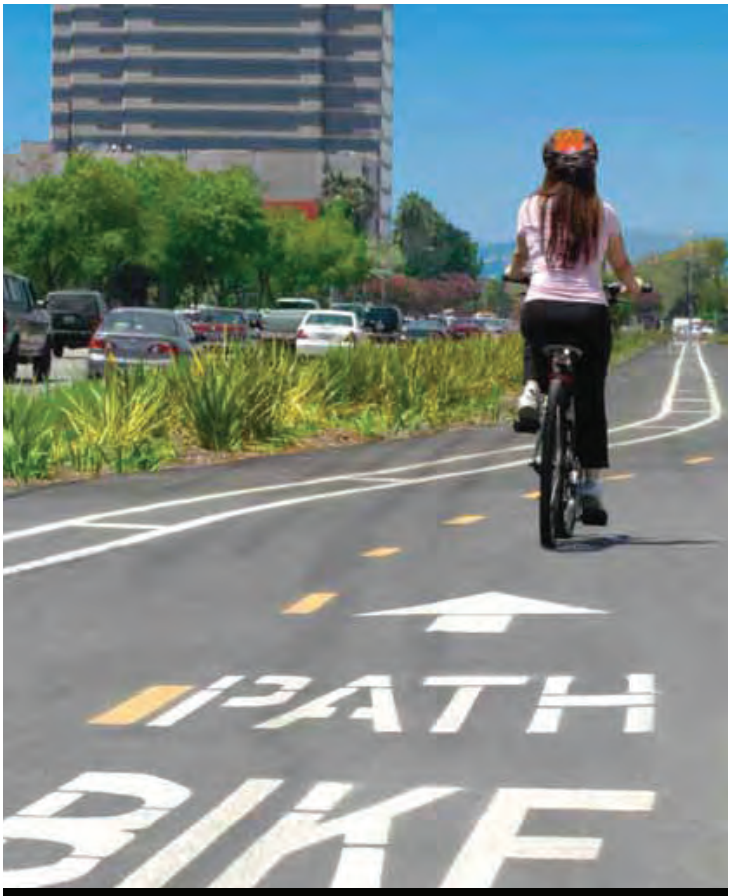
Pedestrian accessibility and mobility may be addressed through increased safety and security and land use. Integration of Safe Routes to School strategies, Safe Routes to Parks programs, incorporating active transportation in SCAG's Compass Blueprint Projects, and developing active transportation best practices around transit stations may further enhance the walking environment. In addition, local jurisdictions can integrate active transportation and Complete Streets concepts with their land use decisions. Inclusions of bulb-outs, median sanctuaries, and traffic calming can increase pedestrian safety by reducing collisions, particularly at intersections. Other strategies include more prominent deployment of left-turn signals and no-right-turn-on-red signals in high-pedestrian environments. In addition, SCAG encourages and is prepared to work with appropriate implementation agencies to map, develop, and implement recreational trails throughout the region, including the SCAG portion of the California Coastal Trail, river trails, urban, and wilderness hiking areas/trails.

The cost for completion of this element varies widely, depending upon the level of improvements and methodologies used, and ranges from $6 billion to $35 billion.

Strategic Finance

Following the adoption of the 2008 RTP, SCAG initiated a comprehensive study of congestion pricing strategies, which has come to be known as the Express Travel Choices Study. The emerging regional congestion pricing strategy is structured to help the region meet its transportation demand management and air quality goals while providing a reliable and dedicated revenue source. The pricing strategy could allow users of the transportation system to know the true cost of their travel, resulting in informed decision-making and more efficient use of the transportation system. Pricing strategies evaluated through the Express Travel Choices Study include a regional high-occupancy toll (HOT or Express) lane network and a mileage-based user fee, both of which are incorporated into the 2012–2035 RTP/SCS. Nevertheless, these strategies still face a number of significant hurdles before their full benefits can be realized. A second phase of the Express Travel Choices Study will continue beyond the adoption of the 2012–2035 RTP/SCS and establish an implementation plan for the regional congestion pricing strategy. SCAG will also participate in state and national efforts to address the long-term transition of excise fuel taxes to mileage-based user fees.

Metro, 2009, Long Range Transportation Plan



Bicycles and Pedestrians

- There are more than 1,250 miles of bikeways in Los Angeles County.
- The Metro Call for Projects will fund an expansion of the bicycle network.
- Metro will focus on improving bicycle safety and bicycle access on buses and trains, and at transit hubs.
- Coordinating pedestrian links between transit and the user's final destination is critical to an e ective transportation system.
- Metro will improve pedestrian linkages to bus centers and rail stations.

This 2009 Long Range Plan promotes the development of bicycle facilities and pedestrian improvements throughout Los Angeles County.

Bicycle and pedestrian programs are critical components of a successful transit system, as transit riders should be able to access buses and trains without having to drive a vehicle to and from transit stations. The sustainability of our transportation system depends upon the interface between modes.

According to SCAG's Year 2000 Post-Census Travel Survey, nearly 12 percent of all trips in the SCAG region are bicycling and walking trips. According to the 2001 National Household Travel Survey, many trips in metropolitan areas are three miles or shorter. These trips are targets for bicycling and walking, if facilities are available and safe.

Bicycling and walking produce zero emissions as no fossil fuels are used. These trips can eliminate the "cold start" of a vehicle engine and reduce GHGe, VMT, and energy consumption.

Bicycle Programs

This 2009 Plan will help implement the 2006 Metro Board-adopted Bicycle Transportation Strategic Plan (BTSP). It describes a vision for Los Angeles County to improve bicycling as a viable transportation mode. The BTSP outlines a bicycle infrastructure that improves overall mobility, air quality and access to opportunities. It also shifts the focus in countywide bicycle planning from long arterial bikeways to improvements for bicycle access to 167 bike-transit hubs throughout the County. Focusing improvements at bike-transit hubs is a relatively simple way to link bikes with transit and extend the reach of transit without the use of a car. It increases the viability of public transportation and facilitates ridership without a huge investment in infrastructure and right-of-way.

In 2006, the inventory of existing bicycle facilities in the County totaled 1,252 miles, including facilities such as the Metro Orange Line Bike Path, San Gabriel and Los Angeles River Bike Paths, Whittier Greenway Bike Path, Ballona Creek Bike Path, Santa Monica and Venice Boulevard bicycle lanes and hundreds more miles of bicycle lanes and routes. Another 1,145 miles of bikeway projects have been proposed in local agency bicycle plans that would nearly double the current bikeway system. Further, Metro identified 53 gaps in the inter-jurisdictional bikeway system that can be filled by on-street or off-street bicycle facilities.

Bicycle parking at transit stations is essential to encourage the use of bicycles with transit. Bicycle parking at employment centers and local destinations also help reduce the expanding need for costly automobile parking,

particularly in dense urban areas where space is limited. As many as 36 bicycles can be parked in the space of one automobile.

Local governments will continue to build bicycle facilities using their Transportation Development Act (TDA) Article 3 and Proposition C local return funding, while Metro will provide regional funds through the Call for Projects. Eligible projects include on- and off-street bicycle improvements, bicycle parking, safety education, bicycle racks on buses, bicycle stations and other bicycle access improvements. Other sources of funds are Safe Routes to School and State BTA (Bicycle Transportation Account) Grant funds. While acknowledging its role in coordinating bicycle facility planning in the region, Metro recognizes the importance of local bicycle planning and strongly encourages cities to develop their own plans. Metro provides technical assistance to develop those plans and qualify them for BTA funding.

Pedestrian Priority Improvement Program

Nearly all trips within Los Angeles County, regardless of purpose, include a non-motorized component. Although almost nine percent of all the trips within Los Angeles County are exclusively pedestrian trips and about half of these are walking trips to and from home to work, the pedestrian system can be improved further. All non-motorized transport modes should connect to an efficient, aesthetically pleasing and safe pedestrian system that enables a person to successfully complete a trip. Motorized transport modes should seamlessly link to the pedestrian system in a way that efficiently allows people to access primary and secondary destinations as well as to make connections to the public transit system.

Several factors combine to create a pedestrian-friendly environment. Examples include: a wayfinding signage system, ease of access to destinations from the sidewalk network, appropriate street-crossing safety features, and easy connection to public transport modes. Physically attractive features and amenities facilitate the flow of pedestrian movement and encourage people to walk.

The primary challenge to improving the quality of the pedestrian environment is retrofitting the existing built form to make walking a more viable option for more people, more often. Since much of the built form is orientated to access by automobiles and the set of development standards and regulations governing land development are primarily focused on maintaining auto accessibility, significantly increasing the share of non-motorized trips will require time, coordinated policy and program development, and a sustained funding approach. Many cities in Los Angeles County have begun to initiate activities to improve the livability of their neighborhoods, including reducing traffic congestion and improving

Call for Projects

FIGURE BB

Bicycle Program

	$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
$11.7 m/yr in 2009 dollars	$ 287
Strategic Plan	
$12.5 m/yr in 2009 dollars	$ 302

FIGURE CC

Pedestrian Program

	$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
$11.7 m/yr in 2009 dollars	$ 287
Strategic Plan	
$10.0 m/yr in 2009 dollars	$ 242

FIGURE DD

Transportation Enhancements Program

	$ IN MILLIONS ESCALATED TO YEAR OF EXPENDITURE
Constrained Plan	
$2.3 m/yr in 2009 dollars	$ 72

THE SUSTAINABILITY OF OUR TRANSPORTATION SYSTEM DEPENDS UPON THE INTERFACE BETWEEN MODES.

overall mobility. The linkages between development and transportation modes are a critical factor in improving overall mobility while maintaining the economic and social viability and attractiveness of these communities.

Metro's Pedestrian Priority Improvement Program is designed to achieve a qualitative improvement in the pedestrian environment in Los Angeles County. The approach focuses on the development of public policy and adoption of appropriate regulatory standards and targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport as a viable alternative for an increasing share of trips made by residents and visitors of Los Angeles County.

Attachment I-1A. Existing Counts & User Projections

Data from Lookup Tables
Assumption

	$19,821		Weighted Median Household Income for all census tracts within 1/2 mile Project Area
STEP 1	3,624		Daily resident walk trips within Project limits
STEP 2	2,022		Daily walk-transit linked trips within Project limits
STEP 3	45		Daily employee midday walk trips within Project limits
	5,692	Existing/No Build	**Total daily walk trips within Project limits**
	5%		**Percent increase in daily walk trips as a result of the Project**
	5,977	Projected/Build	**Total daily walk trips within Project limits post-implementation**

STEP 1. Calculate Annual Resident Walk Trips Involving Path of Travel along Proposed Project

58,383		Calculate number of residents within 1/2 mi Project walkshed
1,375		Annual number of trips per capita
86%		Income adjustment factor
1,178		Income-adjusted annual number of trips per capita
68,770,750		Annual resident trips--all modes
16.8%		Percentage of all person trips under 1 mile
39.2%		Walk mode share for trips under 1 mile
149.9%		Income adjustment factor for walk mode share
58.8%		Income-adjusted walk mode share
59.0%		Percentage of walk trips under 1 mi that are home-based
4,008,628		Resident walk trips within 1/2 mi travel shed
33%		Percent of resident walk trips involving path of travel along the Proposed Project

CHECK FOR REASONABLENESS

3,624	Existing/No Build	**Daily resident walk trips within Project limits**
6.2%		% of residents within 1/2 mi using the proposed Project on a given day
1,322,847		**Total annual resident walk trips within Project limits**

23,353	56.64522527	

STEP 2. Calculation of Annual Walk-Transit Linked Trips Involving Path of Travel along proposed Project

		If no information on transit boardings/alightings is available
1,242,675		Add 31 percent for walk-transit linked trips
		OR
1,350		Number of **daily** bus boardings/alightings within Project Area
5,942		Number of **daily** rail boardings/alightings within Project Area
5,056		Total daily walk-transit linked trips within 1/2 mi travel shed
40%		Percent of walk-transit linked trips involving path of travel along proposed Project
2,022	Existing/No Build	**Total daily walk-transit linked trips involving path of travel within Project Area**
620,842		Total annual walk-transit linked trips involving path of travel within Project Area

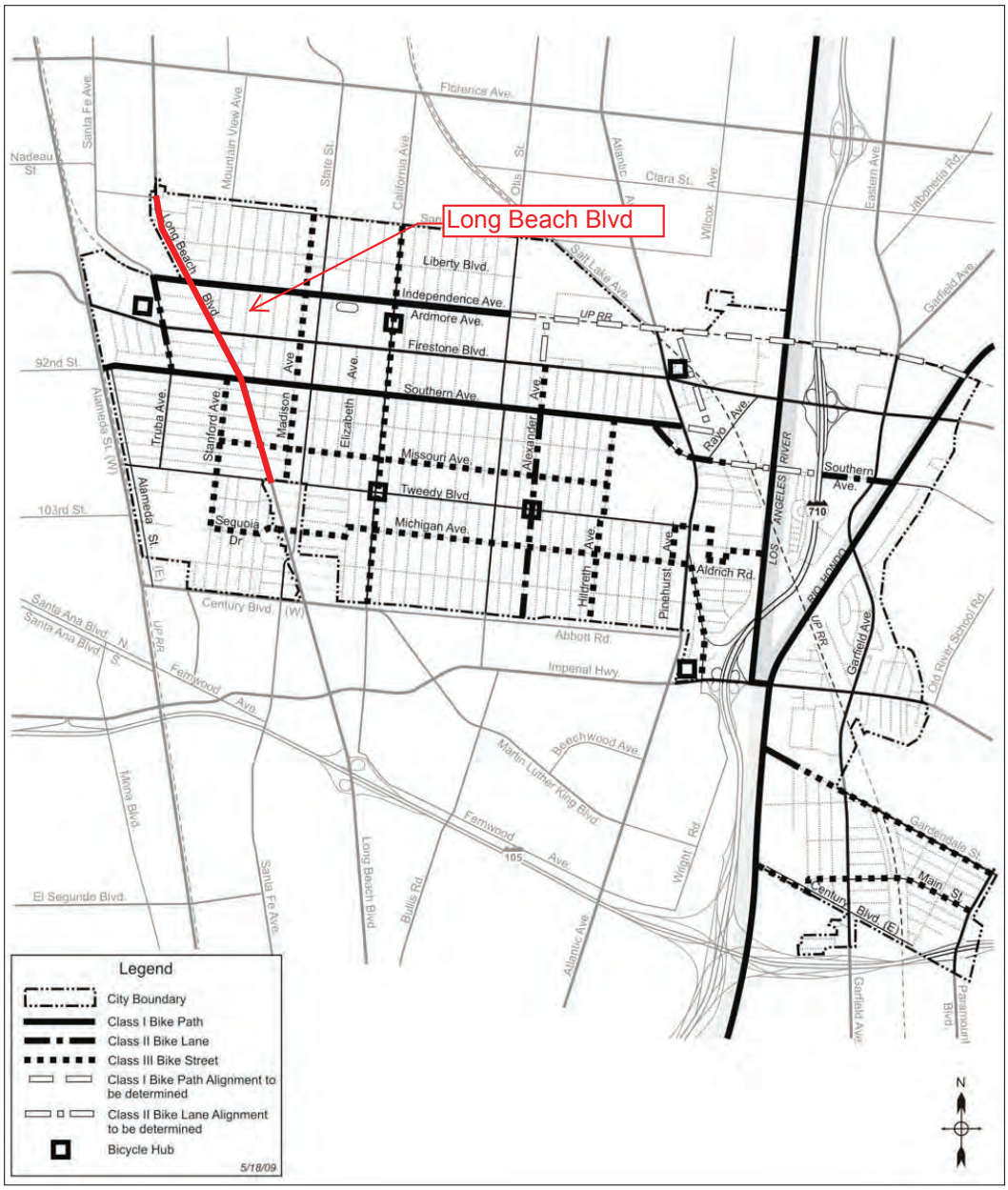
STEP 3. Calculation of Annual Employee Mid-Day Walk Trips* Involving Path of Travel within Project Area -- Non-Transit Related

537	Number of Employees Within 1/2 Mi Project Area
0.7	Daily Midday Trips Per Employee
80.6%	Percentage of Midday Trips that are Walk Trips
303	Daily Midday Walk Trips by Employees Within 1/2 Mi Project Area
15%	Percent of employee midday walk trips involving path of travel along proposed Project
45	**Daily Midday Walk Trips by Employees along Proposed Project**
77,259	Annual Midday Walk Trips by Employees Within 1/2 Mi Project Area
11,589	Annual employee midday walk trips within Project limits

*from office to other non-work and work locations during the workday

Attachment I-1C. Relevant Agency Plans Demonstrating Project Priority

Figure ME 5 Bicycle Plan



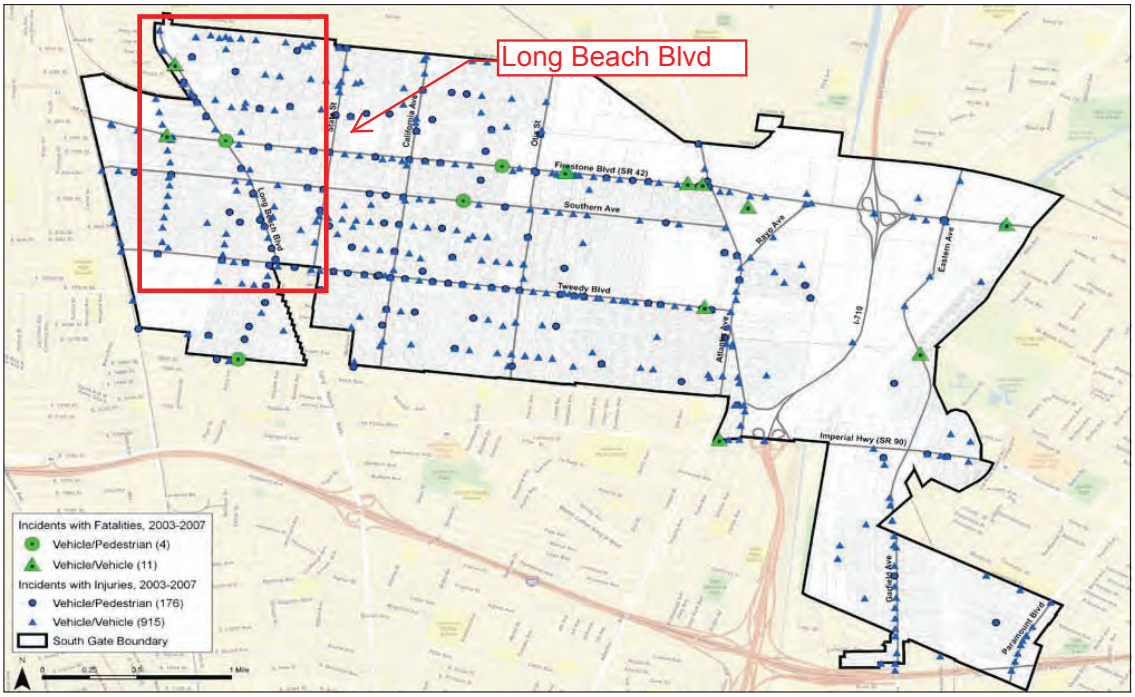


Figure HC 3 Locations of incidents with injuries or fatalities (2003-2007).

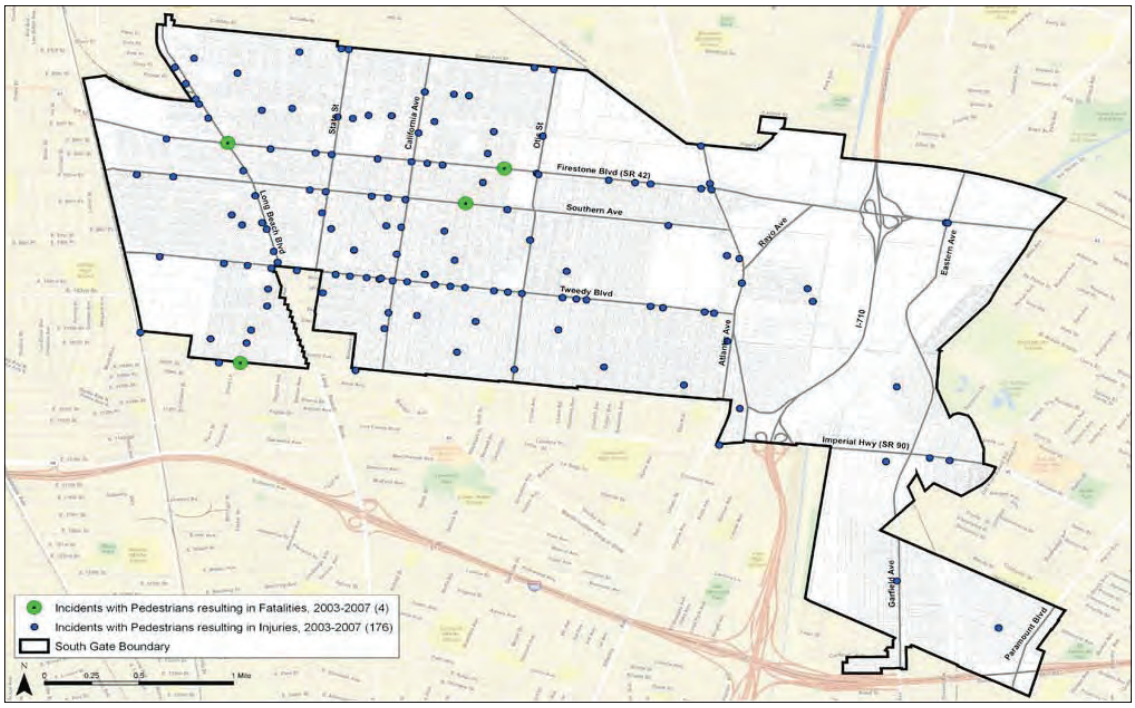


Figure HC 4 Fatalities and injury incidents involving pedestrians (2005-2007).

Attachment I-2A. Collision Data and Analysis

South Gate- Long Beach Blvd. Pedestrian Improvements
Summary of Most Common Traffic Violations Causing Injuries and/or Fatalities

VIOL

Code	Within Project Limits Incident Count	%	Within Influence Area Incident Count	%	Violation Type
20001	0		0	0%	Hit-run, injury or death, immediate report of fatal.
21200	0		0	0%	Riding a bicycle while under the influence of alcohol
21202	1	5%	2	4%	Bicyclist, failure to use right edge of roadway.
21451	0		0	0%	Driver facing green arrow, failure to yield the right-of-way to other traffic and to pedestrians lawfully within the i
21453	0		0	0%	Red light or Stop sign, vehicle failure to stop at limit line or crosswalk
21456	0		0	0%	Pedestrian failure to yield to vehicles already in crosswalk
21461	0		0	0%	Traffic control sign, failure to obey regulatory provisions.
21650	5	23%	10	19%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
21658	0		1	2%	Laned roadways (2 or more lanes in direction of travel), straddling or changing when unsafe.
21801	1	5%	2	4%	Left turns or U-turns yield until reasonably safe.
21802	1	5%	1	2%	Yield signs, yield until reasonably safe
21804	1	5%	6	12%	Driver failure to yield right-of-way to approaching traffic so close as to constitute an immediate hazard
21950	5	23%	11	21%	Crosswalks, failure to yield to pedestrians within.
21951	0		0	0%	Crosswalk, overtaking and passing vehicle stopped for pedestrian within.
21952	0		0	0%	Sidewalk, failure to yield to pedestrian on.
21954	2	9%	7	13%	Pedestrian yield, upon roadway outside crosswalk (ie. jaywalking).
21956	0		1	2%	Walking on roadway, other than pedestrian's left edge.
22100	0		0	0%	Turn at intersection, improper position
22106	0		0	0%	Starting or backing when unsafe.
22107	0		1	2%	Unsafe turn, and/or without signalling.
22350	0		0	0%	Unsafe speed for prevailing conditions (use for all prima facie limits).
22450	0		0	0%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
22517	0		1	2%	Vehicle doors, opening to traffic when unsafe, leaving open.
23152	0		1	2%	Under the influence of alcohol while driving a vehicle
0	6	27%	8	15%	Violation Not Reported/Unknown
Count	22		52		
Total	23		55		

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3693387	-118.218	33.95237	1/30/2008	1969	0	3	4	5	0	1	A		Y
3733424	-118.218	33.94958	5/1/2008	1969	0	4	4	11	0	1	A	Y	
3793967	-118.22	33.95562	6/20/2008	1969	0	5	3	10	0	1	A	Y	
3913136	-118.22	33.95562	8/15/2008	1969	0	5	3	0	0	1	A		Y
4084628	-118.217	33.94865	1/15/2009	1969	0	4	4	10	0	2	A	Y	
4239982	-118.225	33.96295	5/8/2009	1969	0	5	3	9	0	1	A		Y
4420908	-118.217	33.94764	8/23/2009	1969	0	7	4	5	0	1	A		Y
4524300	-118.22	33.95561	11/16/2009	1969	0	1	4	0	0	1	A		Y
5018195	-118.22	33.9556	11/22/2010	1969	0	1	2	0	0	1	A		Y
5021381	-118.224	33.96158	12/8/2010	1969	0	3	4	5	0	1	A		Y
5131331	-118.221	33.95677	3/12/2011	1969	0	6	4	11	0	1	A	Y	
5131590	-118.217	33.94681	3/3/2011	1969	0	4	4	10	0	1	B	Y	
5142057	-118.216	33.94577	3/31/2011	1969	0	4	4	9	0	1	A		Y
5224213	-118.217	33.94865	6/1/2011	1969	0	3	3	9	0	2	A		Y
5232243	-118.22	33.95562	5/20/2011	1969	0	5	3	0	0	1	A	Y	
5240482	-118.218	33.9514	6/20/2011	1969	0	1	3	-	0	1	-		Y
5260152	-118.219	33.95348	5/5/2011	1969	0	4	2	10	0	1	A	Y	
5280219	-118.224	33.96236	8/12/2011	1969	0	5	3	5	0	1	A		Y
5352106	-118.223	33.95974	8/7/2011	1969	0	7	2	5	0	1	A		Y
5498886	-118.219	33.95348	1/14/2012	1969	0	6	3	5	0	1	A		Y
5498941	-118.222	33.95798	1/7/2012	1969	0	6	4	11	0	1	A	Y	
5731314	-118.218	33.95237	7/9/2012	1969	0	1	3	0	0	2	-	Y	Y
5961327	-118.22	33.95561	12/10/2012	1969	0	1	4	0	0	1	A	Y	

CASEID	POINT_X	POINT_Y	DATE_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL
3695506	-118.217	33.95127	4/10/2008	1969	0	4	4	11	0	1	A	Y	
3720430	-118.224	33.95607	4/28/2008	1969	0	1	4	11	0	1	A	Y	
3733424	-118.218	33.94958	5/1/2008	1969	0	4	4	11	0	1	A	Y	
4084628	-118.217	33.94865	1/15/2009	1969	0	4	4	10	0	2	A	Y	
4288006	-118.225	33.96587	6/14/2009	1969	0	7	4	-	0	1	A	Y	
5131331	-118.221	33.95677	3/12/2011	1969	0	6	4	11	0	1	A	Y	
5131590	-118.217	33.94681	3/3/2011	1969	0	4	4	10	0	1	B	Y	
5160877	-118.216	33.95515	4/26/2011	1969	0	2	4	0	0	1	A	Y	
5353133	-118.22	33.94983	10/6/2011	1969	0	4	4	10	0	1	A	Y	
5368711	-118.215	33.94749	10/13/2011	1969	0	4	4	11	0	1	A	Y	
5498941	-118.222	33.95798	1/7/2012	1969	0	6	4	11	0	1	A	Y	
5775577	-118.213	33.94735	9/6/2012	1969	0	4	4	10	0	1	A	Y	
5961327	-118.22	33.95561	12/10/2012	1969	0	1	4	0	0	1	A	Y	
3559800	-118.213	33.94801	1/8/2008	1969	0	2	3	11	0	1	A	Y	
3793967	-118.22	33.95562	6/20/2008	1969	0	5	3	10	0	1	A	Y	
3968375	-118.22	33.95975	11/2/2008	1969	0	7	3	11	0	1	B	Y	
4548925	-118.212	33.94489	12/24/2009	1969	0	4	3	10	0	1	A	Y	
4567289	-118.221	33.95923	1/17/2010	1969	0	7	3	10	0	1	C	Y	
4567397	-118.213	33.94735	1/23/2010	1969	0	6	3	10	0	1	A	Y	
5106537	-118.214	33.94615	2/3/2011	1969	0	4	3	11	0	1	A	Y	
5131841	-118.213	33.94651	2/21/2011	1969	0	1	3	11	0	1	A	Y	
5232243	-118.22	33.95562	5/20/2011	1969	0	5	3	0	0	1	A	Y	
5729539	-118.214	33.95188	5/28/2012	1969	0	1	3	1	0	1	A	Y	
5731314	-118.218	33.95237	7/9/2012	1969	0	1	3	0	0	2	-	Y	Y
4693028	-118.223	33.95281	3/4/2010	1969	0	4	2	8	0	1	B	Y	
5260152	-118.219	33.95348	5/5/2011	1969	0	4	2	10	0	1	A	Y	
3693387	-118.218	33.95237	1/30/2008	1969	0	3	4	5	0	1	A		Y
4049827	-118.223	33.96285	12/20/2008	1969	0	6	4	9	0	1	A		Y
4420908	-118.217	33.94764	8/23/2009	1969	0	7	4	5	0	1	A		Y
4462804	-118.215	33.95234	9/9/2009	1969	0	3	4	5	0	1	A		Y
4524300	-118.22	33.95561	11/16/2009	1969	0	1	4	0	0	1	A		Y
4665441	-118.215	33.95511	4/2/2010	1969	0	5	4	17	0	1	A		Y
5021381	-118.224	33.96158	12/8/2010	1969	0	3	4	5	0	1	A		Y
5063032	-118.216	33.95515	1/3/2011	1969	0	1	4	9	0	1	C		Y
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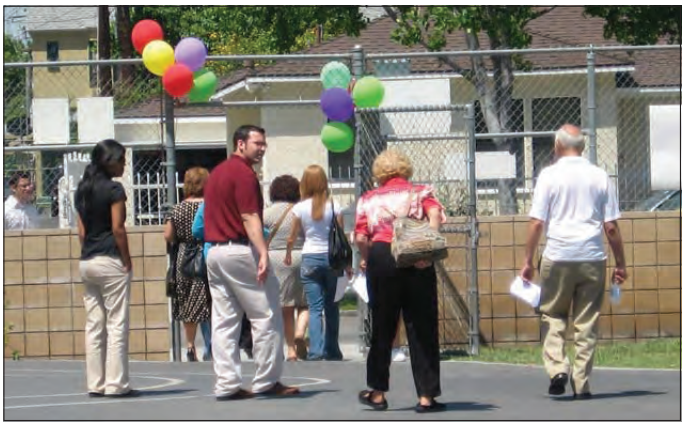
5585796	-118.219	33.95897	3/1/2012	1969	0	4	4	9	0	1	A		Y
3913136	-118.22	33.95562	8/15/2008	1969	0	5	3	0	0	1	A		Y
3916841	-118.22	33.94899	9/2/2008	1969	0	2	3	9	0	1	A		Y
3968172	-118.22	33.95913	11/3/2008	1969	0	1	3	5	0	1	A		Y
4220391	-118.221	33.95884	4/11/2009	1969	0	6	3	7	0	1	A		Y
4239982	-118.225	33.96295	5/8/2009	1969	0	5	3	9	0	1	A		Y
4420997	-118.219	33.95065	8/28/2009	1969	0	5	3	5	0	1	A		Y
4462828	-118.219	33.94347	9/21/2009	1969	0	1	3	9	0	1	A		Y
5131570	-118.213	33.94657	3/5/2011	1969	0	6	3	5	0	1	A		Y
5224213	-118.217	33.94865	6/1/2011	1969	0	3	3	9	0	2	A		Y
5239260	-118.219	33.95912	6/16/2011	1969	0	4	3	5	0	1	A		Y
5240482	-118.218	33.9514	6/20/2011	1969	0	1	3	-	0	1	-		Y
5280219	-118.224	33.96236	8/12/2011	1969	0	5	3	5	0	1	A		Y
5498886	-118.219	33.95348	1/14/2012	1969	0	6	3	5	0	1	A		Y
5719987	-118.219	33.94562	6/28/2012	1969	0	4	3	5	0	1	A		Y
5791776	-118.213	33.94949	6/21/2012	1969	0	4	3	10	0	1	A		Y
5018195	-118.22	33.9556	11/22/2010	1969	0	1	2	0	0	1	A		Y
5112906	-118.22	33.94582	2/17/2011	1969	0	4	2	9	0	2	A		Y
5352106	-118.223	33.95974	8/7/2011	1969	0	7	2	5	0	1	A		Y

PUBLIC OUTREACH

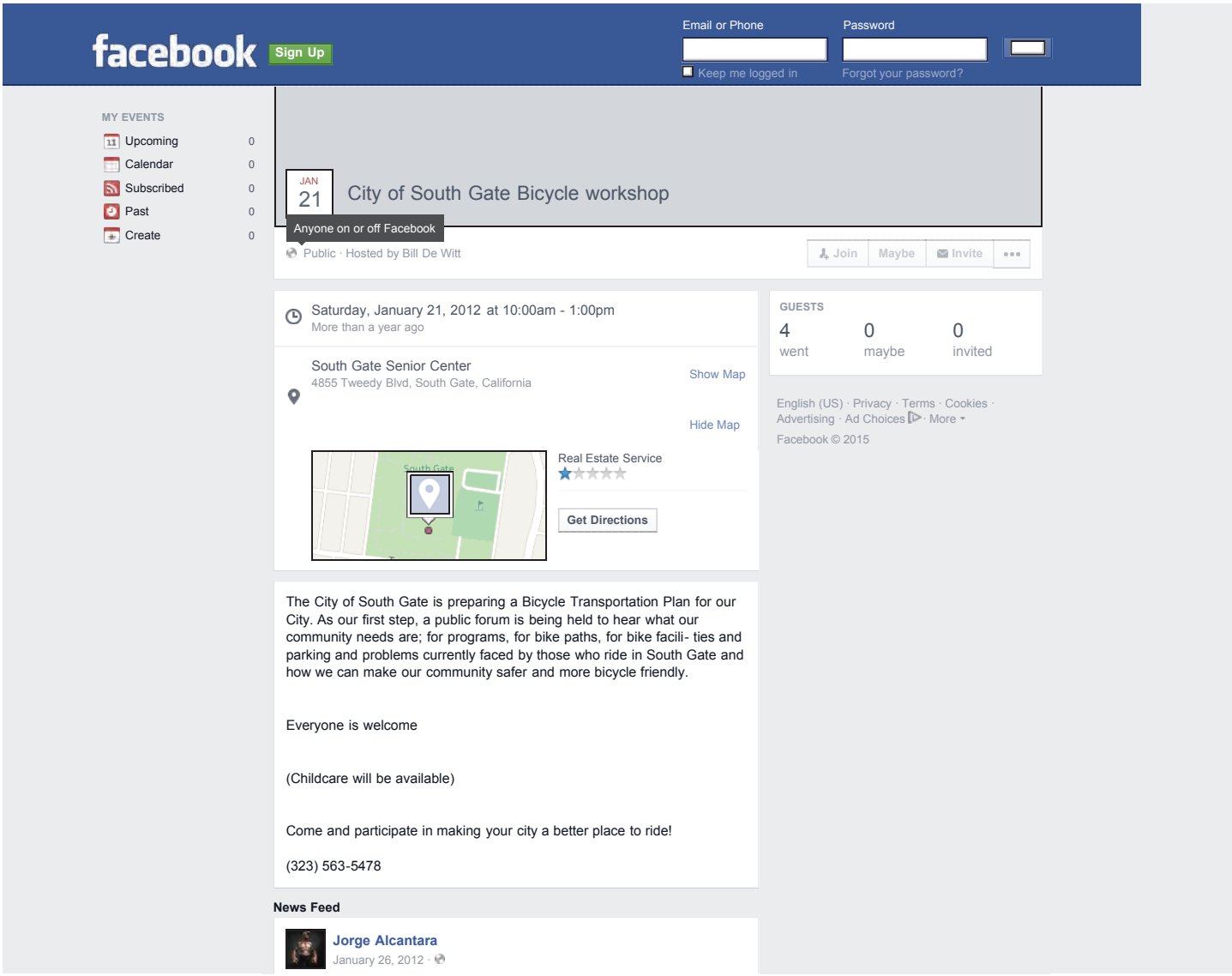
In preparation for this Healthy Community Element, South Gate conducted three public workshops to educate residents about the relationship between planning and health, to better understand the community's priorities for health, and to provide an opportunity for citizens to discuss their concerns about the overall health in the community, healthy eating and access to nutritious foods, and the quality and safety of the pedestrian environment. Over 100 people attended these workshops. The data gathered at these workshops directly informed the content of the Healthy Community Element. These workshops are described in detail in Chapter 2 of the General Plan, entitled, "Development of the General Plan."



Over 100 people attended communicty workshops focused on health issues in SouthGate.

Citizens participated in a work Audit to identify health issues in their community.

City of South Gate Bicycle workshop

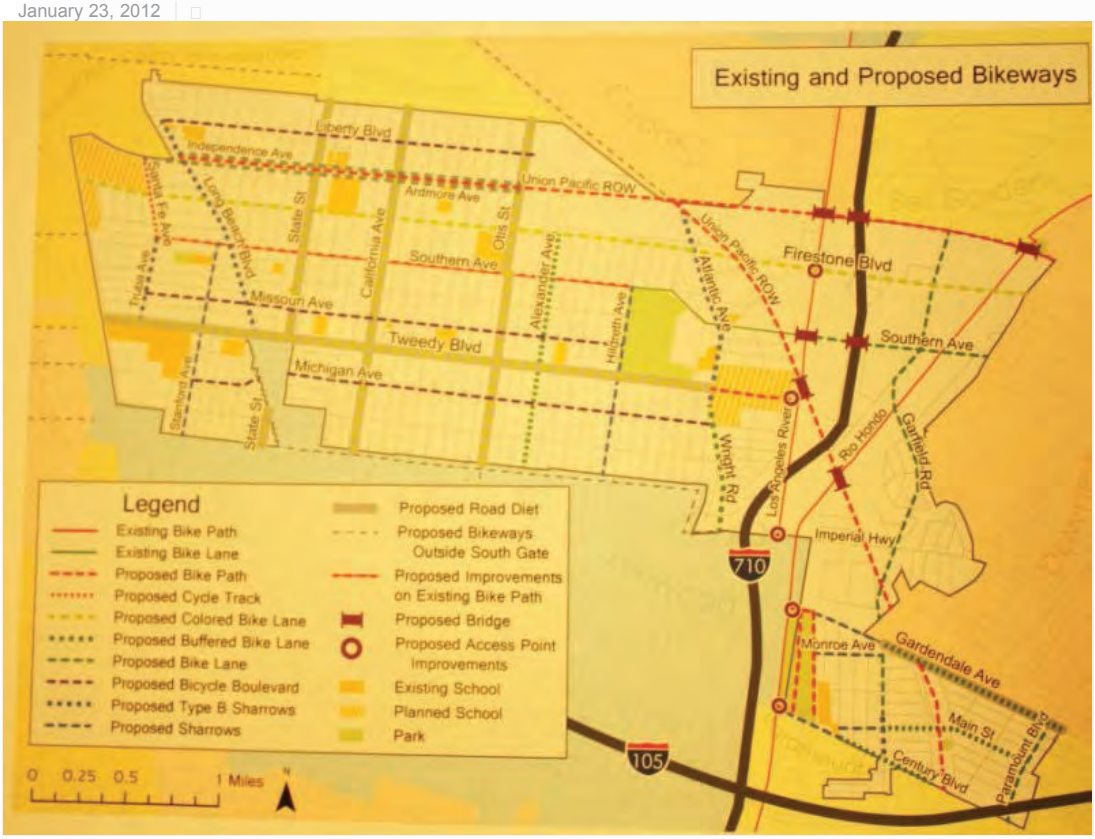


https://www.facebook.com/events/285922724787456/[5/11/2015 3:12:47 AM]

Residents Give Input on City's Proposed Bicycle Transportation Plan

outh Gate residents got a chance to indicate their preferences on which bicycle pathways hould have priority when construction begins.

/ **STEPHANIE RIVERA** (Open Post)
January 23, 2012



A bicycle transportation plan that addresses the growing number of cyclists on South Gate streets got a public airing Saturday when residents weighed in on several possible bike routes.

The city invited residents to the South Gate Senior Center to discuss the bicycle transportation plan that officials have been working on for the past eight months.

The workshop, the second of three to be hosted by the city, provided a forum for residents to voice their opinions on the bicycle path proposals.

“We need to find out what the local residents want, where the priorities are, and what routes are needed,” said Ryan Snyder, president of Ryan Snyder Associates, a consulting firm offering transportation planning.

South Gate hired Snyder's Los Angeles-based firm to help with the design of a bicycle transportation system. The firm is also working with the city of Lynwood on a similar cycling proposal.

The firm researched a range of conditions that affect bicycling, including traffic volume, crash statistics and street measurements.

During the workshop, Snyder told about a half dozen residents about the different types of bikeways that the city could construct. The proposals include colored bike lanes along Tweedy Boulevard, State Street, California Avenue and Otis Street.

The reduction of automobile lanes, from two to one, is also being considered along those thoroughfares, along with a proposal to create a turning lane.

For South Gate resident Ana Medina, a reduction of lanes along California Avenue would be a problem because of the large presence of school children crossing the street at specific times of the day.

According to Medina, the numerous students crossing the streets in the morning and afternoon will increase the line of cars waiting to turn right or left.

“It’s not a major portion of the day, it would just be a couple of hours — both in the morning and afternoon — but I think it would have a major impact,” said Medina.

Some residents see the rising popularity of cycling coupled with the lack of a proper traffic system as troubling, while others see the plan as a potential antidote.

“What I did see last summer was a big trend of people riding their bikes all over, and it was kind of unorganized,” said Robert Gallegos, a South Gate resident who attended the workshop. “If we created some kind of organization, [such as] bike lanes [and things get] safer, I’m all for it.”

After Snyder’s presentation, participants were given 12 stickers, six green and six yellow, to place on a board where the proposed bike paths were described. Participants placed green stickers next to the routes that they felt need priority and placed yellow stickers next to those that could wait.

Paul Adams, parks and recreation director, said the workshops are organized to bring the community into the dialogue and decision-making process.

“When we get to our next workshop we’ll be taking a look at the proposed educational programs, [as well as the] changes to the zoning and building codes,” said Adams.

Teaching residents how to use these bike pathways and understand bike signs is also a key process in creating such routes.

The third and last workshop will take place in a few months, although a specific date has not yet been set. For more information on the bike transportation plan, contact Adams at padams@sogate.org.

INTRODUCTION

The increased prevalence of chronic diseases in the United States, including diabetes, obesity, heart disease and respiratory illnesses has been widely recognized as one of the major social and economic challenges. Recent research has found that people's environments – where they live and work, how they travel, what they eat and where and when they play, socialize, and are physically active – have a major impact on their health and well-being. In response to these issues, the General Plan includes this Healthy Community Element, which provides policy direction for improving health for South Gate residents.

Although conventional planning practices (such as separating residential and commercial uses, building low density areas, constructing streets primarily for automobiles, and not providing adequate transportation choices) are not the single cause of chronic health problems in the United States, there is increasing documentation that they are often a contributing factor. Research indicates that auto-oriented, low density, single use places – as well as places underserved by parks and active recreation facilities – discourage physical activity and therefore contribute to an increased risk of heart disease, cancer, stroke, and diabetes. These four diseases are among the top ten causes of death in California; heart disease, stroke and diabetes are also the top three killers in the City of South Gate. Poor nutrition, which can be exacerbated by land use decisions that limit people's access to healthy food, also contribute to these chronic diseases. Physical inactivity and poor nutrition is also a primary

Work on the Healthy Community Element (including an existing conditions report and three public workshops on health in South Gate) was funded by the Kaiser Foundation and is a collaborative effort between the City of South Gate, the Los Angeles County Department of Public Health (LACDPH), Public Health Law & Policy, the Transportation and Land Use Collaborative, and Raimi + Associates.

Research has found that lifestyles in low-density, auto-oriented communities, such as the one pictured above, contribute to poor health outcomes such as obesity, diabetes, respiratory illness and social isolation.

risk factor for obesity (the fastest-growing disease in California, along with diabetes), and obesity in turn increases the risk of a myriad of chronic diseases. Conversely, research shows that higher density, walkable urban places, transportation choices, and access to recreation all increase physical activity, and thus promote positive health impacts.

Land uses and urban form have other health impacts as well. Emissions from transportation sources are strongly linked with respiratory diseases, while automobile accidents consistently kill over 40,000 Americans each year. Land use decisions also impact people's access to grocery stores, farmers markets, community gardens and other sources of nutritious foods and healthcare. Poor mental health is associated with a number of factors related to how cities are designed, including long commute times, exposure to crime, lack of transportation choice and lack of access to public spaces.

This Healthy Community Element addresses the major intersections of public health and planning, including transportation and active living, access to nutritious foods, access to health care, mental health and social capital and clean air. It also addresses safety issues such as seismic safety, neighborhood safety, and emergency preparedness. Because health is such a cross cutting issue, the policy areas covered in this Element at times overlap with the other Elements in the General Plan. Where such overlap occurs, policies

Walkable communities with a diverse mix of uses enable residents to walk and bike, rather than drive, to meet their daily needs. This results in positive health outcomes.

EXISTING CONDITIONS SUMMARY

This section presents a summary of the existing health conditions in South Gate. The findings are a summary of the South Gate Public Health Existing Conditions Report (May 2008) which provides an overview of the relationship between planning and public health and discusses the key health conditions in the City. It also reflects information collected during the three public outreach meetings held as part of the process of developing the Community Health Element.

Overall Health in South Gate

South Gate, as part of the San Antonio Health District defined by the Los Angeles County Department of Public Health (LACDPH), has a higher rate of people (20 percent higher for adults and 40 percent higher for children) who report being in poor or fair health overall than is found in Los Angeles County as a whole. The City's health challenges include high rates of obesity and death rates from diabetes, poor nutrition, lower-than-average access to healthcare and higher-than-average rates of poverty. The data suggests that obesity, which is strongly affected by lack of physical activity, may be a critical public health problem for South Gate. This is borne out by the fact that 68.0 percent of South Gate residents are obese or overweight, compared to 56.4 percent of residents in Los Angeles County and 56.1 percent state-wide.

Chronic Diseases

Diabetes, heart disease and stroke are the three leading causes of death in South Gate. Although South Gate residents suffer disproportionately from these conditions, many are not diagnosed or are diagnosed at a late stage of the disease. These diseases are generally linked to unhealthy weight, poor nutrition, and physical inactivity, and these are conditions suffered by many South Gate residents. Age is a major risk factor for these chronic diseases. Because South Gate has a younger-than-average population, there may be residents with unhealthy lifestyles that are at high risk for developing these chronic diseases in older age, but that have not yet been diagnosed. Treatment and diagnosis is often hampered by lack of preventative care, lack of insurance and poor access to healthcare.

Rates of Overweight and Obese Residents

The City's adult overweight and obesity rates are significantly higher than Los Angeles County and the State of California. Specifically, 68 percent of South Gate residents are overweight or obese, compared to 56 percent in both Los Angeles County and the State of California. The rates also have been increasing at nearly twice the rate of Los Angeles County since 1999 thus making obesity a major issues for the City.

Physical Activity

Overall, residents of South Gate and surrounding cities report a similar or slightly higher amount of physical activity than residents of Los Angeles County and residents of the State as a whole. However, there are some barriers to activity faced by the community. According to research by LACDPH, a slightly higher than average proportion of the population reports that their level of physical activity is limited due to poor mental or physical health. Generally, the City has a very good pedestrian network, however there are some parts of the City where walking and bicycling is curtailed because of large physical barriers (i.e., major roadways with high traffic volumes, the Los Angeles River and I-710) that cut off neighborhoods from each other and some sidewalks are in need of repair.

Another limit to physical activity is the 30 minutes or more a day South Gate residents spend commuting to work. This commute time is higher than both the national average of 25.0 minutes and the Los Angeles County average of 28.7 minutes. Long commute times reduce the amount of time available for physical activity as well as levels of community involvement. Another limiting factor on activity levels is restricted access to recreational and open space in South Gate as is shown in Figure HC 1. Only 28.3 percent of parcels are within ¼ mile of a park and the City has only approximately 1.5 acres of park per thousand residents, just half the 3 acres per thousand recommended by the State. Lastly, South Gate does not have a well-developed bicycle network or infrastructure, a fact which limits the ability of residents to use bicycles for commuting, daily needs, or recreational purposes.

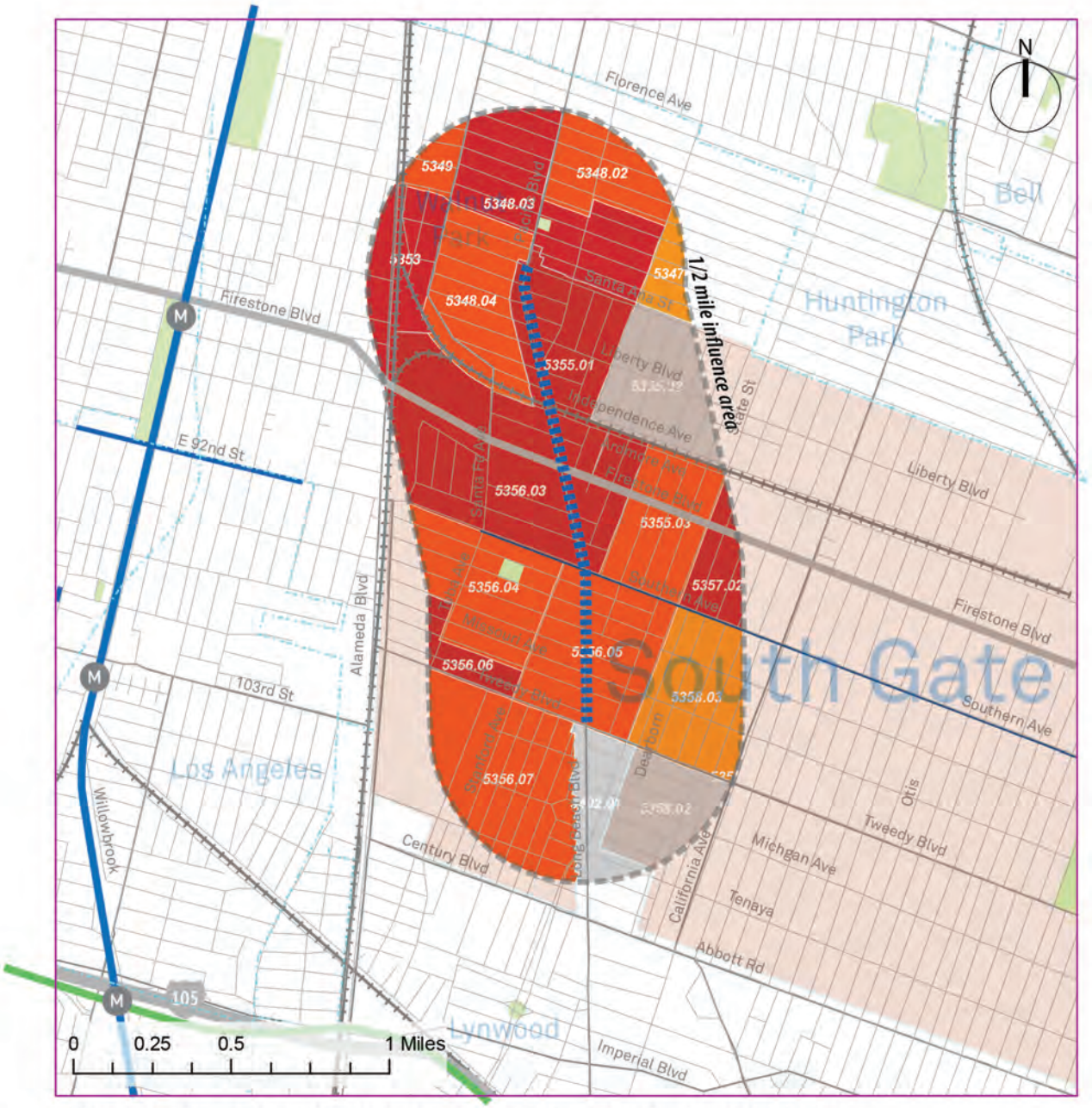
Nutrition

As noted above, South Gate has higher than average rates of obesity and overweight residents and poor diet is likely a significant cause of this trend. According to a survey prepared by the LACDPH, children in South Gate eat more fast food and adults eat less fruits and vegetables than residents of Los Angeles County as a whole. One reason people may consume higher levels of unhealthy food is that it is often cheaper and easier to access than healthier food options. As is shown in Figure HC 2, South Gate has a significant number of retailers selling food with low nutritional values distributed throughout the City while healthy food sources are more limited both in number and proximity to residential parcels. Where grocery stores do exist in the City, residents feel they carry lower than average quality food products. That said, there are some good options for purchasing healthy foods, including the Farmer's Market in South Gate Park that sells fresh fruits and vegetables, although the hours this resource is available are limited.

Transportation Safety

Based on data provided by the South Gate Police Department, there were a total of 6,214 traffic collisions in South Gate from 2003 to 2007. Of these, 1,091 (about 218 per year) involved injuries and 15 (about 3 per year) resulted in fatalities. The location of these accidents are shown in Figures HC 3 and HC 4. The majority of injury and fatality incidents occurred on South Gate's high-volume streets, most notably Firestone Boulevard, but also along Garfield Avenue, Tweedy Boulevard, Long Beach Boulevard, and Tuba

Attachment I-5. Disadvantaged Community Supporting Documentation



LONG BEACH BOULEVARD PEDESTRIAN IMPROVEMENTS
Disadvantaged Community Mapping

Legend

- Project Limits
- CES 2.0 Census Tract Percentile Scores
  - Below 75%
  - 76-80%
  - 81-90%
  - 91-100%

Attachment I-6B. Benefit-Cost Analysis Appendix

Contents

Tables

Figures

Appendixes

No table of contents entries found.

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	$4,796,232
Health Benefits	$656,085
Recreational Benefits	$3,523,149
Safety Benefits	$39,066,720
Gas & Emission Benefits	$81,895
Sum Total Benefits	***$48,124,081***
Sum Present Value Benefits	***$31,871,593***
Sum Total Project Cost	***$3,070,027***
Sum Present Value Cost	***$2,951,949***
Net Present Value	***$28,919,644***
BCA Ratio	10.80
Net Present Cost of Funds Requested	$2,313,098
Benefits to Funds Requested Ratio	13.78

The table above includes the breakdown of results for the project. As shown in the table, the project net present value is $28.92 million, and the benefit to cost ratio is 10.80. This means that for every dollar invested, the project will generate $10.80 in benefits. With such strong net benefits, any funds invested in this project will be well-leveraged. Total funding requested from the State for this project is $2.41 million (or present value of $2.31 million), which equates to a benefit-to-funds requested ratio of 13.78.

As shown in the table, the largest benefit of the project is improved safety, followed by mobility and recreation. These benefits make sense given that the project's goal to improve pedestrian and bicycle access to Hawthorne/Lennox Green Line station via pedestrian safety and streetscape enhancements on multiple corridors leading to/from the station. In particular, the project will enhance the safety for pedestrian crossing and improve the aesthetic appearance of corridors to promote pedestrian travel. Last but not least, the project will promote public transit ridership in proximity to the station.

2 Screenshots of Model Results for Project

The following sections illustrate the results from the B/C Tool for the project. Each section provides a screen shot of a worksheet in the B/C Tool with results of the project.

2.1 Parameters

This screenshot illustrates the parameter values assumed in the model.

Figure 2-1. Parameters in the Tool

PARAMETERS

Mobility Parameters		
CA Statewide Houly Wage (2014)	$26.07	
Value of Time (VOT)- adult	$13.03	
Value of Time (VOT)- child	$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip
Health Parameters		
Cycling	$146	annual$/person
Walking	$146	annual$/person
Accident Cost Parameters		
Cost of a Fatality (K)	$4,130,347	$/crash
Cost of an Injury	$81,393	$/crash
Costy of Property Damage (PDO)	$7,624	$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking		
New Users	$10	per trip
Existing Users	$4	per trip
Walking		
All Users	$1	per trip

VMT Reduction		Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf
Price of gasoline (per gallon incl. tax)	$3.41	
Price of CO2 (per ton)-adj to 2014$	$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	$0.01	
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

2.2 Miscellaneous

This screenshot illustrates other parameter values assumed in the model.

Figure 2-2. Additional Parameters used in the Tool

Reasons for Bicycling	Percent
Recreation	33
Exercise or health	28
Personal errands	17
Vist a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking	Percent
Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

Estimated Annual Per Capita Cost Savings (direct and/or indirect of physical activity)

Study/Agency	Per Capita Cost Savings ($)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resour	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of $128 was determined by taking the median value of ten noted studies above for year 2006$. The updated 2014$ value

Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015 Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf page 217-218.

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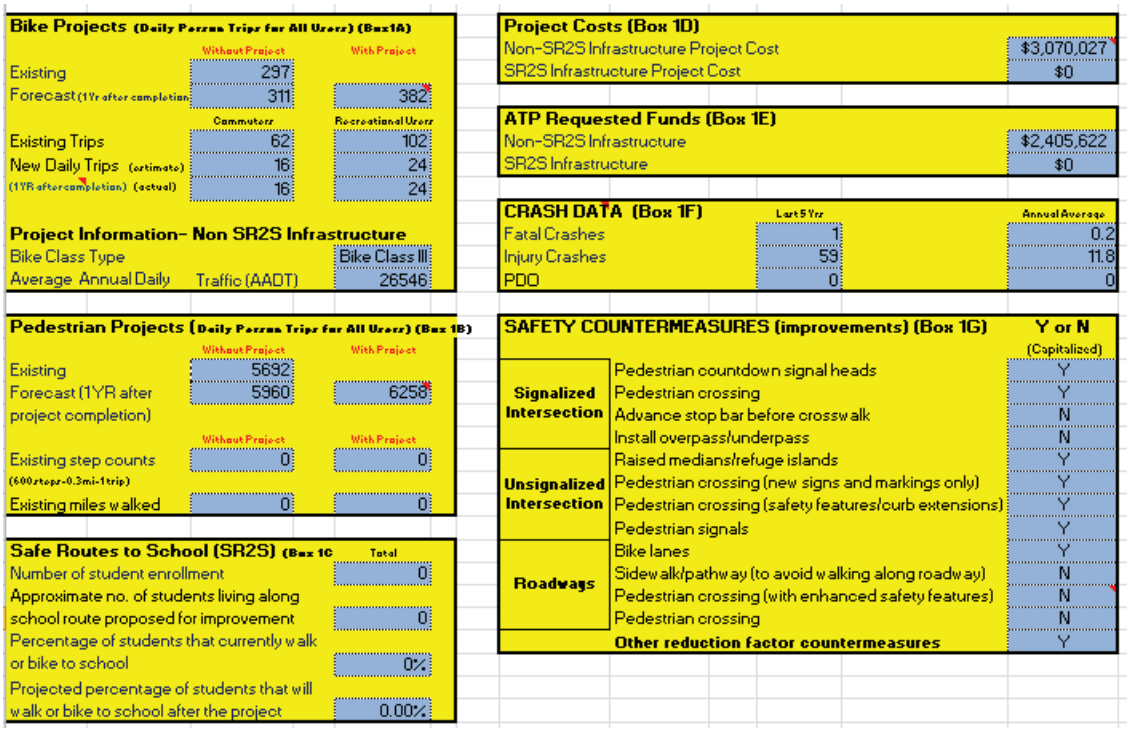
2.3 Infrastructure Inputs

This screenshot illustrates the data inputs in the case of an infrastructure project.

Figure 2-3. Infrastructure Inputs



Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	237	
Forecast (1Yr after completion)	311	382
	Commuters	Recreational Users
Existing Trips	62	102
New Daily Trips (estimate) (1YR after completion) (actual)	16	24
	16	24

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class III
Average Annual Daily Traffic (AADT)	26546

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	5692	
Forecast (1YR after project completion)	5960	6258
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1trip)	0	0
Existing miles walked	0	0

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percentage of students that currently walk or bike to school	0%
Projected percentage of students that will walk or bike to school after the project	0.00%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$3,070,027
SR2S Infrastructure Project Cost	$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$2,405,622
SR2S Infrastructure	$0

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	1	0.2
Injury Crashes	59	11.8
PDO	0	0

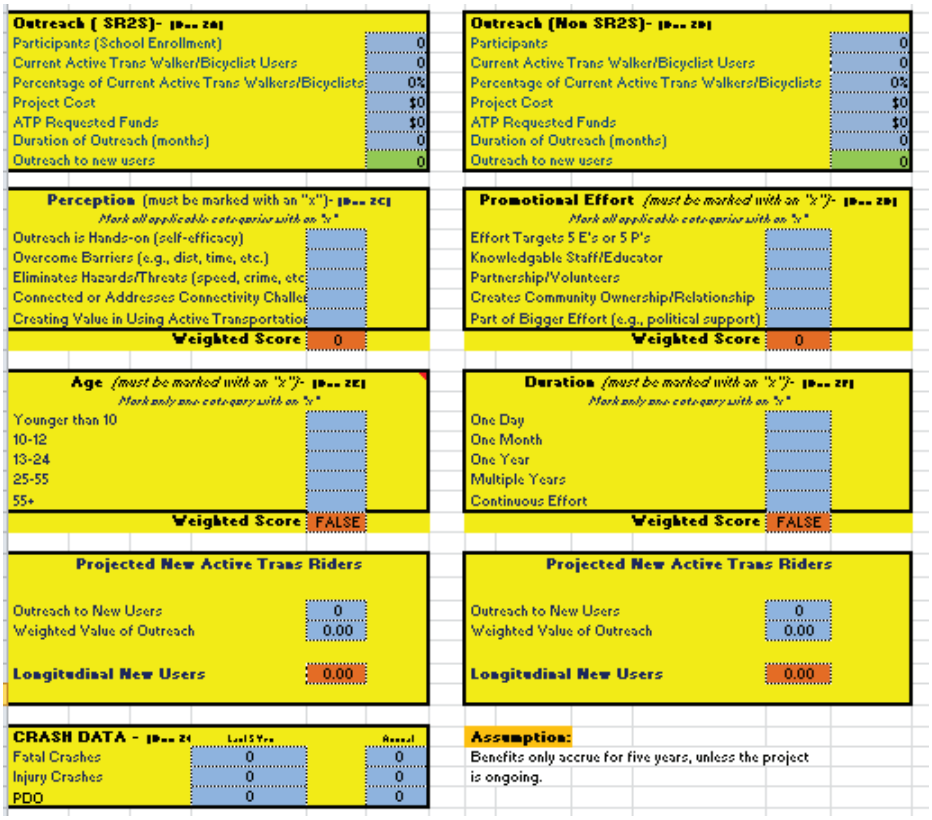
SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	Y
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	Y
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
	Pedestrian signals	Y
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	N
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	Y

2.4 Non-Infrastructure Inputs

This screenshot illustrates the data inputs in the case of a non-infrastructure project.

Figure 2-4. Non-Infrastructure Inputs



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2.5 Non-Infrastructure—All

This screenshot illustrates calculations and benefit results in the case of a non-infrastructure project.

Figure 2-5. Non-Infrastructure Benefits—All

Non Infrastructure- All

Projected New ATP Users	0.00	
Annual Mobility Benefits	$0	Did not quantify mobility benefits.
Annual Health Benefits	$0	
Annual Recreational Benefits	$0	Did not quantify recreational benefits.
Annual Safety Benefits	$0	reduction in Other Reduction Factor Countermeasures.

Fuel saved	$0
Emissions Saved	$0
Fuel and Emissions Saved	$0

Underlying assumptions for calculations:

1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO_2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
3) Gasoline price per gallon is $3.41 (incl. tax)
4) Carbon price is $25 per ton (updated $2014 value)
5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

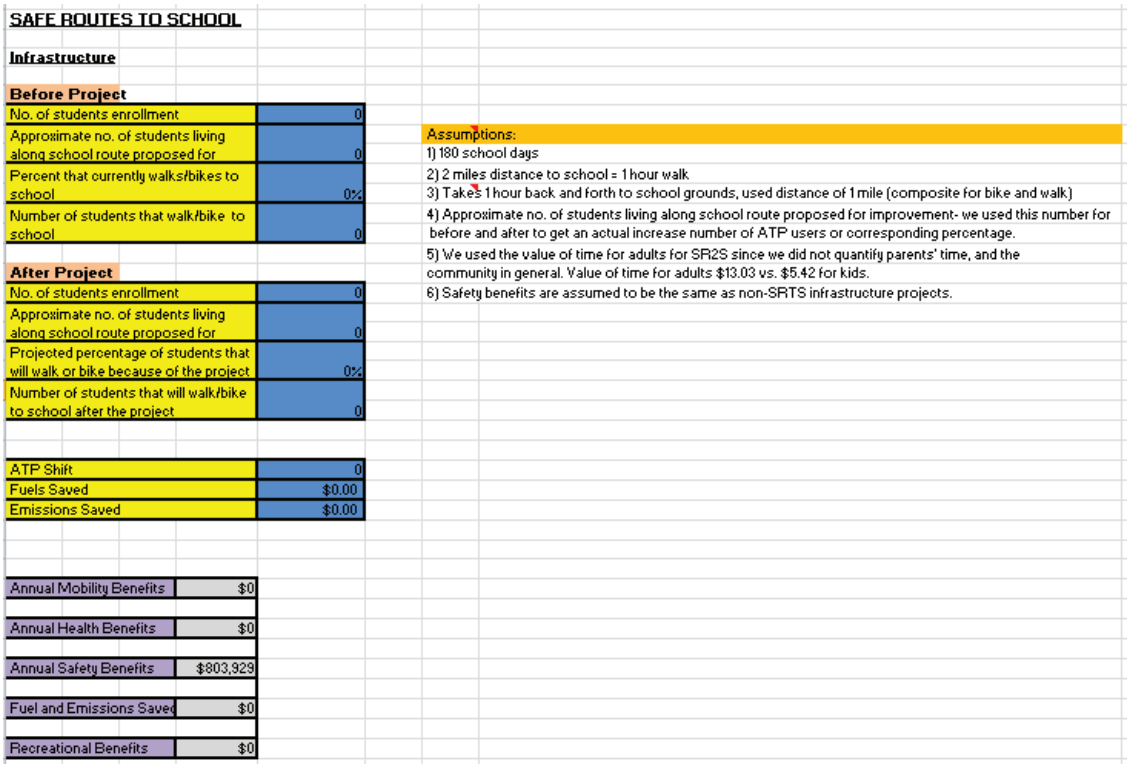
Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	$3,750,837	$80,000	$6,924	

2.6 SR2S Infrastructure

This screenshot illustrates calculations and benefit results in the case of a safe-route-to-school (SR2S) infrastructure project.

Figure 2-6. SR2S Infrastructure Project Benefits



SAFE ROUTES TO SCHOOL

Infrastructure

Before Project	
No. of students enrollment	0
Approximate no. of students living along school route proposed for	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0
After Project	
No. of students enrollment	0
Approximate no. of students living along school route proposed for	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0
ATP Shift	0
Fuels Saved	$0.00
Emissions Saved	$0.00

Annual Mobility Benefits	$0
Annual Health Benefits	$0
Annual Safety Benefits	$803,929
Fuel and Emissions Saved	$0
Recreational Benefits	$0

Assumptions:
1) 180 school days
2) 2 miles distance to school = 1 hour walk
3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults $13.03 vs. $5.42 for kids.
6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Note that annual safety benefits are calculated here in the Tool even though the project does not include SR2S data inputs. We believe this calculation should read zero.

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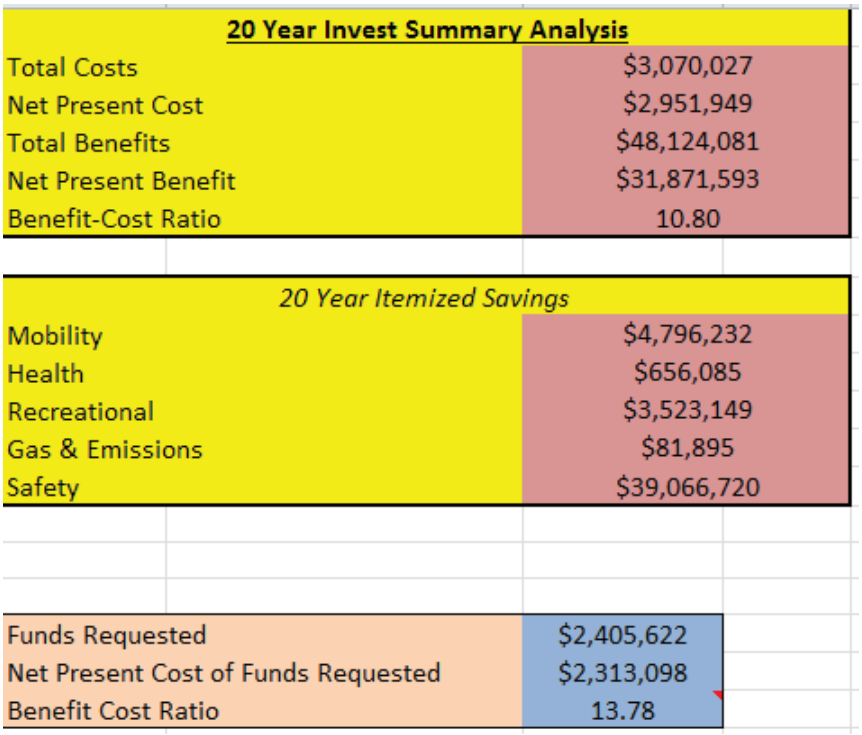
2.7 Results

This screenshot illustrates the results of the project, including project costs, total benefits, and benefits by category.

Figure 2-7. Results



20 Year Invest Summary Analysis	
Total Costs	$3,070,027
Net Present Cost	$2,951,949
Total Benefits	$48,124,081
Net Present Benefit	$31,871,593
Benefit-Cost Ratio	10.80

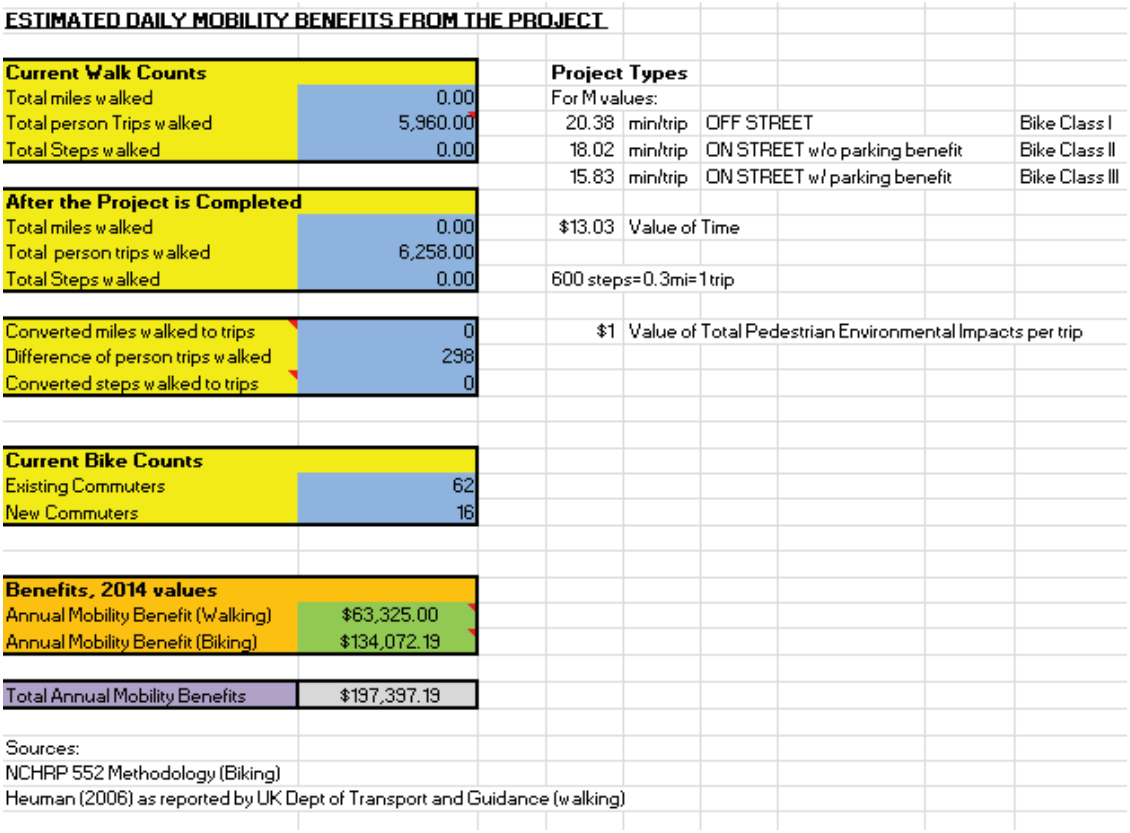
20 Year Itemized Savings	
Mobility	$4,796,232
Health	$656,085
Recreational	$3,523,149
Gas & Emissions	$81,895
Safety	$39,066,720

Funds Requested	$2,405,622
Net Present Cost of Funds Requested	$2,313,098
Benefit Cost Ratio	13.78

2.8 Mobility

This screenshot illustrates the calculations and results of mobility benefits in the case of a non-SR2S infrastructure project.

Figure 2-8. Mobility Benefits for non-SR2S Infrastructure Projects



ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	5,960.00
Total Steps walked	0.00
After the Project is Completed	
Total miles walked	0.00
Total person trips walked	6,258.00
Total Steps walked	0.00
Converted miles walked to trips	0
Difference of person trips walked	298
Converted steps walked to trips	0
Current Bike Counts	
Existing Commuters	62
New Commuters	16
Benefits, 2014 values	
Annual Mobility Benefit (Walking)	$63,325.00
Annual Mobility Benefit (Biking)	$134,072.19
Total Annual Mobility Benefits	$197,397.19

Project Types			
For M values:			
20.38	min/trip	OFF STREET	Bike Class I
18.02	min/trip	ON STREET w/o parking benefit	Bike Class II
15.83	min/trip	ON STREET w/ parking benefit	Bike Class III
$13.03	Value of Time		
600 steps=0.3mi=1trip			
$1	Value of Total Pedestrian Environmental Impacts per trip		

Sources:
NCHRP 552 Methodology (Biking)
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

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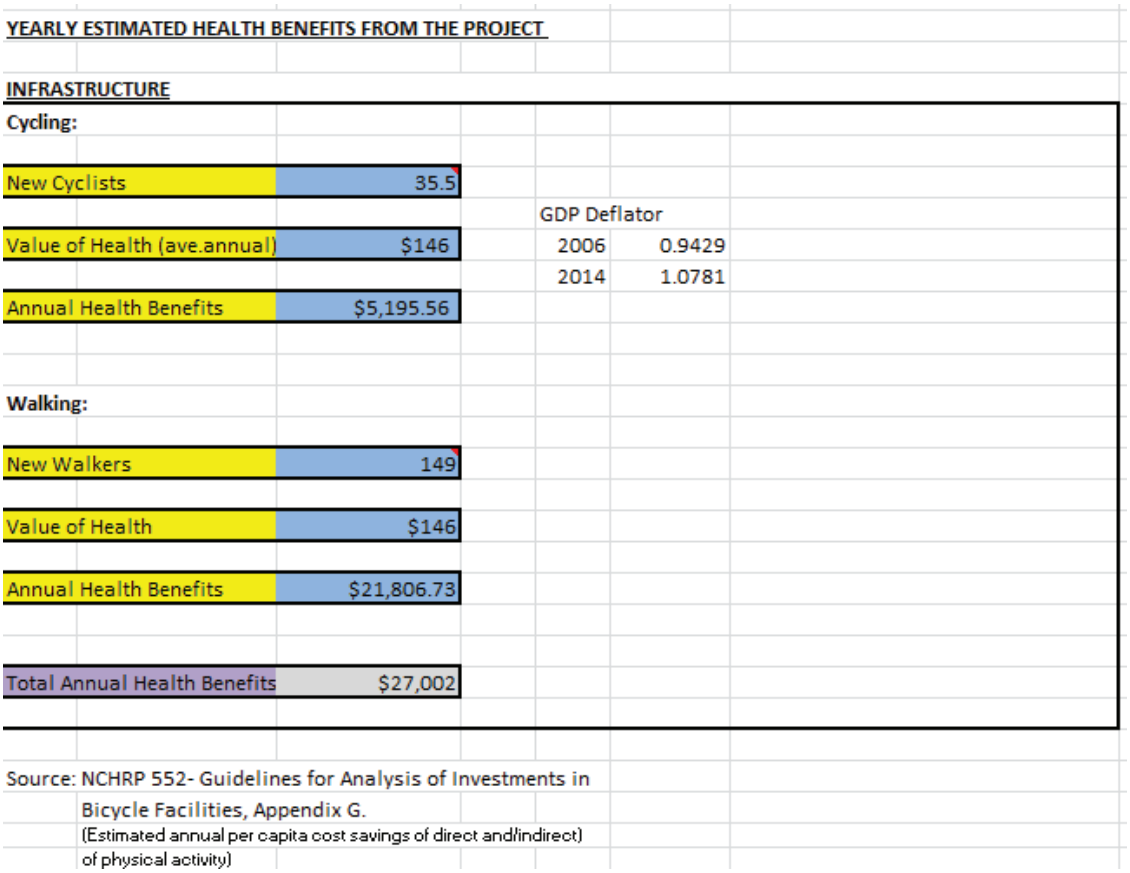
2.9 Health

This screenshot illustrates the calculations and results of health benefits in the case of a non-SR2S infrastructure project

Figure 2-9. Health Benefits for non-SR2S Infrastructure Projects



YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists	35.5
Value of Health (ave.annual)	$146
Annual Health Benefits	$5,195.56

GDP Deflator

2006	0.9429
2014	1.0781

Walking:

New Walkers	149
Value of Health	$146
Annual Health Benefits	$21,806.73
Total Annual Health Benefits	$27,002

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.
(Estimated annual per capita cost savings of direct and/indirect) of physical activity)

2.10 Reduced Gas & Emissions Benefits

This screenshot illustrates the calculations and results of benefits from reduced gas and greenhouse gas emissions in the case of a non-SR2S infrastructure project

Figure 2-10. Reduced Gas & Emissions Benefits for non-SR2S Infrastructure Projects

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	149
New Bicyclists	36
Avoided VMT due to Walking	9,499
Avoided VMT due to Biking	8,919
Fuel Saved	3,140
Emissions Saved	230
Fuel and Emissions saved	$3,371

Underlying assumptions for calculations:

1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
2) Assume 50% of new walkers and cyclists choose not to drive their cars
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
4) Gasoline price per gallon is $3.41 (incl. tax)
5) Carbon price is $25 per ton
6) 250 working days
7) 2,000 lbs = 1 ton

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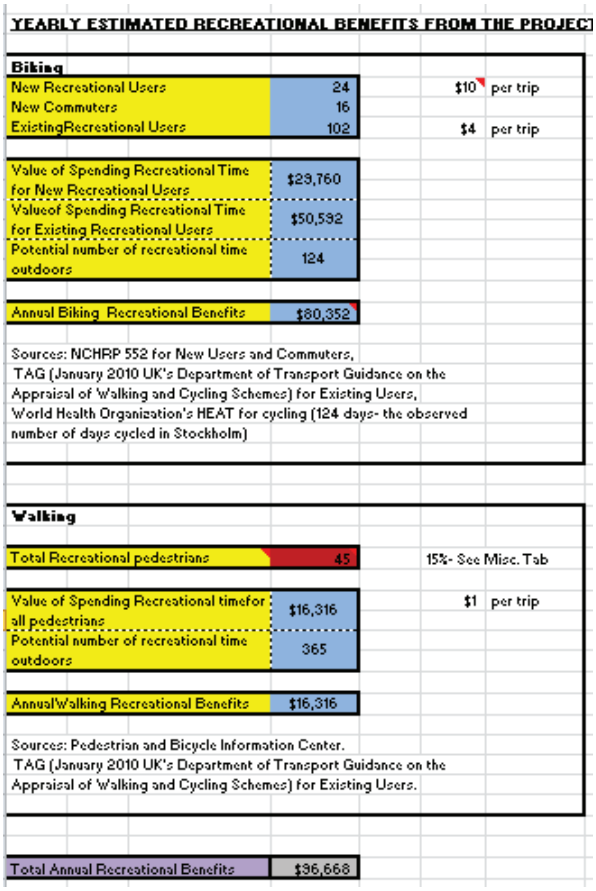
2.11 Recreational Benefits

This screenshot illustrates the calculations and results of recreational benefits in the case of a non-SR2S infrastructure project

Figure 2-11. Recreational Benefits for non-SR2S Infrastructure Projects



YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking

New Recreational Users	24	$10	per trip
New Commuters	16		
ExistingRecreational Users	102	$4	per trip
Value of Spending Recreational Time for New Recreational Users	$23,760		
Valueof Spending Recreational Time for Existing Recreational Users	$50,592		
Potential number of recreational time outdoors	124		
Annual Biking Recreational Benefits	$80,352		

Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking

Total Recreational pedestrians	45	15%- See Misc. Tab	
Value of Spending Recreational timefor all pedestrians	$16,316	$1	per trip
Potential number of recreational time outdoors	365		
AnnualWalking Recreational Benefits	$16,316		

Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

Total Annual Recreational Benefits	$36,668

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2.12 Safety Benefits

This screenshot illustrates the calculations and results of safety benefits in the case of a non-SR2S infrastructure project

Figure 2-12. Safety Benefits for non-SR2S Infrastructure Projects

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

			SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERESECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES						
Countermeasures			Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways	Install pedestrian crossing (with enhanced safety measures	Install Pedestrian crossing	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
Applicable Countermeasures			Y	Y	N	N	Y	Y	Y	Y	Y	N	N	N	Y		
Crash Reduction Factors (CRFs)			25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life			20	20	10	20	20	10	20	20	20	20	10	10	20		
			$446,627	$446,627	$267,976	$1,339,882	$803,929	$446,627	$625,278	$982,580	$625,278	$1,429,208	$535,953	$625,278	$178,651		
			$446,627	$446,627	FALSE	FALSE	$803,929	$446,627	$625,278	$982,580	$625,278	FALSE	FALSE	FALSE	$178,651		
	1st year		$446,627	$446,627	$0	$0	$803,929	$446,627	$625,278	$982,580	$625,278	$0	$0	$0	$178,651	$803,929	$803,929

	Fatal	Injury	PDO	Total
Frequency	0.2	11.8	0	12
Cost/crash	$4,130,347	$81,393	$7,624	

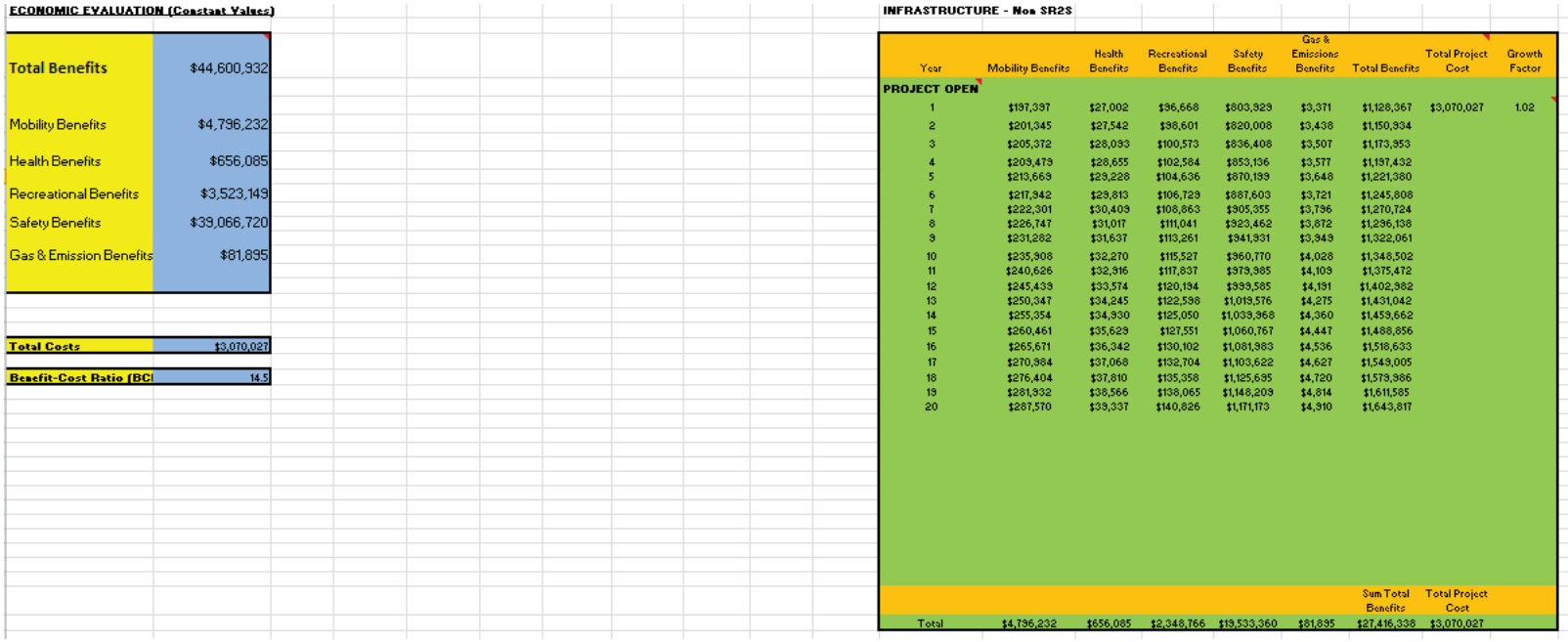
Assumption:

For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

2.13 Undiscounted Benefits

This screenshot illustrates the calculations of benefits over the life of the project. Total benefits are calculated on this sheet regardless of the type of project (non-infrastructure SR2S, non-infrastructure non-SR2S, infrastructure SR2S, and infrastructure non-SR2S).

Figure 2-13. Undiscounted Benefits scaled up over Life of Project—Image 1 of 4



ECONOMIC EVALUATION (Constant Values)

Total Benefits	$44,600,932
Mobility Benefits	$4,796,232
Health Benefits	$656,085
Recreational Benefits	$3,523,149
Safety Benefits	$39,066,720
Gas & Emission Benefits	$81,895
Total Costs	$3,070,027
Benefit-Cost Ratio (BC	14.5

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$197,397	$27,002	$36,668	$803,929	$3,371	$1,128,367	$3,070,027	1.02
2	$201,345	$27,542	$38,601	$820,008	$3,438	$1,150,934		
3	$205,372	$28,093	$100,573	$836,408	$3,507	$1,173,353		
4	$209,479	$28,655	$102,584	$853,136	$3,577	$1,197,432		
5	$213,669	$29,228	$104,636	$870,199	$3,648	$1,221,380		
6	$217,942	$29,813	$106,729	$887,603	$3,721	$1,245,808		
7	$222,301	$30,409	$108,863	$905,355	$3,796	$1,270,724		
8	$226,747	$31,017	$111,041	$923,462	$3,872	$1,296,138		
9	$231,282	$31,637	$113,261	$941,931	$3,949	$1,322,061		
10	$235,908	$32,270	$115,527	$960,770	$4,028	$1,348,502		
11	$240,626	$32,916	$117,837	$979,985	$4,109	$1,375,472		
12	$245,439	$33,574	$120,194	$999,585	$4,191	$1,402,982		
13	$250,347	$34,245	$122,598	$1,019,576	$4,275	$1,431,042		
14	$255,354	$34,930	$125,050	$1,039,968	$4,360	$1,459,662		
15	$260,461	$35,629	$127,551	$1,060,767	$4,447	$1,488,856		
16	$265,671	$36,342	$130,102	$1,081,983	$4,536	$1,518,633		
17	$270,984	$37,068	$132,704	$1,103,622	$4,627	$1,549,005		
18	$276,404	$37,810	$135,358	$1,125,695	$4,720	$1,579,986		
19	$281,932	$38,566	$138,065	$1,148,209	$4,814	$1,611,585		
20	$287,570	$39,337	$140,826	$1,171,173	$4,910	$1,643,817		
						Sum Total Benefits	Total Project Cost	
Total	$4,796,232	$656,085	$2,348,766	$19,533,360	$81,895	$27,416,338	$3,070,027	

Figure 2-14. Undiscounted Benefits scaled up over Life of Project—Image 2 of 4

NON-INFRASTRUCTURE-Non-SR2S and SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$0	$0	$0	$0	$0	$0	1.02
2	$0	$0	$0	$0	$0	$0		
3	$0	$0	$0	$0	$0	$0		
4	$0	$0	$0	$0	$0	$0		
5	$0	$0	$0	$0	$0	$0		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$0	$0	$0	$0	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$0	$0	$803,929	$0	$803,929	$0	1.02
2	$0	$0	$0	$820,008	$0	$820,008		
3	$0	$0	$0	$836,408	$0	$836,408		
4	$0	$0	$0	$853,136	$0	$853,136		
5	$0	$0	$0	$870,199	$0	$870,199		
6	$0	$0	$0	$887,603	$0	$887,603		
7	$0	$0	$0	$905,355	$0	$905,355		
8	$0	$0	$0	$923,462	$0	$923,462		
9	$0	$0	$0	$941,931	$0	$941,931		
10	$0	$0	$0	$960,770	$0	$960,770		
11	$0	$0	$0	$979,985	$0	$979,985		
12	$0	$0	$0	$999,585	$0	$999,585		
13	$0	$0	$0	$1,019,576	$0	$1,019,576		
14	$0	$0	$0	$1,039,968	$0	$1,039,968		
15	$0	$0	$0	$1,060,767	$0	$1,060,767		
16	$0	$0	$0	$1,081,983	$0	$1,081,983		
17	$0	$0	$0	$1,103,622	$0	$1,103,622		
18	$0	$0	$0	$1,125,695	$0	$1,125,695		
19	$0	$0	$0	$1,148,209	$0	$1,148,209		
20	$0	$0	$0	$1,171,173	$0	$1,171,173		
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$19,533,360	$0	$19,533,360	$0	

Figure 2-15. Undiscounted Benefits scaled up over Life of Project—Image 3 of 4

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$197,337	$27,002	$36,668	$401,365	$3,371	$726,402	$3,070,027
2	$201,345	$27,542	$38,601	$410,004	$3,438	$740,930	
3	$205,372	$28,093	$100,573	$418,204	$3,507	$755,749	
4	$209,479	$28,655	$102,584	$426,568	$3,577	$770,864	
5	$213,669	$29,228	$104,636	$435,099	$3,648	$786,281	
6	$217,942	$29,813	$106,729	$443,801	$3,721	$802,007	
7	$222,301	$30,409	$108,863	$452,677	$3,796	$818,047	
8	$226,747	$31,017	$111,041	$461,731	$3,872	$834,408	
9	$231,282	$31,637	$113,261	$470,965	$3,949	$851,096	
10	$235,908	$32,270	$115,527	$480,385	$4,028	$868,118	
11	$240,626	$32,916	$117,837	$489,992	$4,109	$885,480	
12	$245,439	$33,574	$120,194	$499,792	$4,191	$903,190	
13	$250,347	$34,245	$122,598	$509,788	$4,275	$921,253	
14	$255,354	$34,930	$125,050	$519,984	$4,360	$939,678	
15	$260,461	$35,629	$127,551	$530,384	$4,447	$958,472	
16	$265,671	$36,342	$130,102	$540,991	$4,536	$977,641	
17	$270,984	$37,068	$132,704	$551,811	$4,627	$997,194	
18	$276,404	$37,810	$135,358	$562,847	$4,720	$1,017,138	
19	$281,932	$38,566	$138,065	$574,104	$4,814	$1,037,481	
20	$287,570	$39,337	$140,826	$585,586	$4,910	$1,058,231	
						Sum Total Benefits	Total Project Cost
Total	$4,796,232	$656,085	$2,348,766	$9,766,680	$81,895	$17,649,658	$3,070,027

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$98,699	$13,501	$36,668	$803,929	$1,685	$1,014,482	$3,070,027
2	$100,673	$13,771	$38,601	$820,008	$1,719	$1,034,771	
3	$102,686	$14,047	$100,573	$836,408	$1,753	$1,055,467	
4	$104,740	$14,328	$102,584	$853,136	$1,788	$1,076,576	
5	$106,835	$14,614	$104,636	$870,199	$1,824	$1,098,107	
6	$108,971	$14,906	$106,729	$887,603	$1,861	$1,120,070	
7	$111,151	$15,204	$108,863	$905,355	$1,898	$1,142,471	
8	$113,374	$15,509	$111,041	$923,462	$1,936	$1,165,320	
9	$115,641	$15,819	$113,261	$941,931	$1,975	$1,188,627	
10	$117,954	$16,135	$115,527	$960,770	$2,014	$1,212,399	
11	$120,313	$16,458	$117,837	$979,985	$2,054	$1,236,647	
12	$122,719	$16,787	$120,194	$999,585	$2,095	$1,261,380	
13	$125,174	$17,123	$122,598	$1,019,576	$2,137	$1,286,608	
14	$127,677	$17,465	$125,050	$1,039,968	$2,180	$1,312,340	
15	$130,231	$17,814	$127,551	$1,060,767	$2,224	$1,338,587	
16	$132,835	$18,171	$130,102	$1,081,983	$2,268	$1,365,359	
17	$135,492	$18,534	$132,704	$1,103,622	$2,313	$1,392,666	
18	$138,202	$18,905	$135,358	$1,125,695	$2,360	$1,420,519	
19	$140,966	$19,283	$138,065	$1,148,209	$2,407	$1,448,929	
20	$143,785	$19,669	$140,826	$1,171,173	$2,455	$1,477,908	
						Sum Total Benefits	Total Project Cost
Total	$2,398,116	$328,042	$2,348,766	$19,533,360	$40,347	$24,649,232	$3,070,027

Figure 2-16. Undiscounted Benefits scaled up over Life of Project—Image 4 of 4

COMBO PROJECTS- SR2S Infrastructure and Noninfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$0	$0	$401,365	$0	$401,365	$0	1.02
2	$0	$0	$0	$410,004	$0	$410,004		
3	$0	$0	$0	$418,204	$0	$418,204		
4	$0	$0	$0	$426,568	$0	$426,568		
5	$0	$0	$0	$435,099	$0	$435,099		
6	$0	$0	$0	$443,801	$0	$443,801		
7	$0	$0	$0	$452,677	$0	$452,677		
8	$0	$0	$0	$461,731	$0	$461,731		
9	$0	$0	$0	$470,965	$0	$470,965		
10	$0	$0	$0	$480,385	$0	$480,385		
11	$0	$0	$0	$489,992	$0	$489,992		
12	$0	$0	$0	$499,792	$0	$499,792		
13	$0	$0	$0	$509,788	$0	$509,788		
14	$0	$0	$0	$519,984	$0	$519,984		
15	$0	$0	$0	$530,384	$0	$530,384		
16	$0	$0	$0	$540,991	$0	$540,991		
17	$0	$0	$0	$551,811	$0	$551,811		
18	$0	$0	$0	$562,847	$0	$562,847		
19	$0	$0	$0	$574,104	$0	$574,104		
20	$0	$0	$0	$585,586	$0	$585,586		
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$9,766,680	$0	$9,766,680	$0	

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	$137,397.19	$27,002	$145,001	$1,607,858	$3,371	$1,380,629	$3,070,027	15.68
2	$201,345	$27,542	$147,301	$1,640,015	$3,438	$2,020,242		
3	$205,372	$28,093	$150,859	$1,672,815	$3,507	$2,060,647		
4	$209,479	$28,655	$153,876	$1,706,272	$3,577	$2,101,860		
5	$213,669	$29,228	$156,954	$1,740,397	$3,648	$2,143,897		
6	$217,342	$29,813	$160,093	$1,775,205	$3,721	$2,186,775		
7	$222,301	$30,409	$163,295	$1,810,709	$3,796	$2,230,510		
8	$226,747	$31,017	$166,561	$1,846,923	$3,872	$2,275,120		
9	$231,282	$31,637	$169,892	$1,883,862	$3,949	$2,320,623		
10	$235,908	$32,270	$173,290	$1,921,539	$4,028	$2,367,035		
11	$240,626	$32,916	$176,756	$1,959,970	$4,109	$2,414,376		
12	$245,439	$33,574	$180,291	$1,999,169	$4,191	$2,462,664		
13	$250,347	$34,245	$183,897	$2,039,153	$4,275	$2,511,917		
14	$255,354	$34,930	$187,575	$2,079,936	$4,360	$2,562,155		
15	$260,461	$35,629	$191,326	$2,121,534	$4,447	$2,613,398		
16	$265,671	$36,342	$195,153	$2,163,965	$4,536	$2,665,666		
17	$270,984	$37,068	$199,056	$2,207,244	$4,627	$2,718,980		
18	$276,404	$37,810	$203,037	$2,251,389	$4,720	$2,773,353		
19	$281,932	$38,566	$207,037	$2,296,417	$4,814	$2,828,826		
20	$287,570	$39,337	$211,239	$2,342,345	$4,910	$2,885,403		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	$4,796,232	$656,085	$3,523,143	$39,066,720	$81,835	$48,124,081	$3,070,027	15.68

2.14 Discounted Benefits

This screenshot illustrates the calculations of benefits over the life of the project, and then discounted into present value terms. Discounted benefits are calculated on this sheet regardless of the type of project (non-infrastructure SR2S, non-infrastructure non-SR2S, infrastructure SR2S, and infrastructure non-SR2S).

Figure 2-17. Discounted Benefits scaled up over Life of Project

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Total Benefits	Present Value Benefit	Total Project	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN										4.00%	$28,919,644.20	10.80		
1	$197,397	$27,002	$145,001	$1,607,858	$3,371	$1,980,629	$1,904,451	$3,070,027	$2,951,949				2,405,622	2,313,098
2	$201,345	$27,542	$147,901	$1,640,015	$3,438	$2,020,242	$1,867,827		$0					
3	$205,372	$28,093	$150,859	$1,672,815	$3,507	$2,060,647	$1,831,907		$0					
4	$209,479	$28,655	$153,876	$1,706,272	$3,577	$2,101,860	$1,796,678		$0					
5	$213,669	$29,228	$156,954	$1,740,397	$3,648	$2,143,897	$1,762,127		$0					
6	$217,942	$29,813	$160,093	$1,775,205	$3,721	$2,186,775	$1,728,240		$0					
7	$222,301	$30,409	$163,295	$1,810,709	$3,796	$2,230,510	$1,695,004		$0					
8	$226,747	$31,017	$166,561	$1,846,923	$3,872	$2,275,120	$1,662,408		$0					
9	$231,282	$31,637	$169,892	$1,883,862	$3,949	$2,320,623	$1,630,439		$0					
10	$235,908	$32,270	$173,290	$1,921,539	$4,028	$2,367,035	$1,599,084		$0					
11	$240,626	$32,916	$176,756	$1,959,970	$4,109	$2,414,376	$1,568,333		$0					
12	$245,439	$33,574	$180,291	$1,999,169	$4,191	$2,462,664	$1,538,172		$0					
13	$250,347	$34,245	$183,897	$2,039,153	$4,275	$2,511,917	$1,508,592		$0					
14	$255,354	$34,930	$187,575	$2,079,936	$4,360	$2,562,155	$1,479,581		$0					
15	$260,461	$35,629	$191,326	$2,121,534	$4,447	$2,613,398	$1,451,127		$0					
16	$265,671	$36,342	$195,153	$2,163,965	$4,536	$2,665,666	$1,423,221		$0					
17	$270,984	$37,068	$199,056	$2,207,244	$4,627	$2,718,980	$1,395,851		$0					
18	$276,404	$37,810	$203,037	$2,251,389	$4,720	$2,773,359	$1,369,008		$0					
19	$281,932	$38,566	$207,097	$2,296,417	$4,814	$2,828,826	$1,342,681		$0					
20	$287,570	$39,337	$211,239	$2,342,345	$4,910	$2,885,403	$1,316,860		$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds
	$4,796,232	$656,085	$3,523,149	$39,066,720	$81,895	$48,124,081	$31,871,593	$3,070,027	$2,951,949				$2,405,622	$2,313,098

3 Potential for Model Enhancements

Below we provide Caltrans with some feedback on the Benefit/Cost Tool as requested in Question 6B of this application. Feedback is divided by category, as described in Question 6B:

Types of Inputs

- **Applicability of mobility parameters**—we note that several of the parameters used in the model come from the National Cooperative Highway Research Program (NCHRP) 552 report. While this source provides good data, some of the assumptions may not be well-suited to the types of projects proposed by LA Metro. For instance, the bike path projects proposed by LA Metro are mostly small (.25 to 5 miles). The value of mobility benefits provided in the NCHRP report range from 15.83 minutes per trip to 20.38 minutes per trip, depending on the class of the bike lane. But in the case of LA Metro's bike projects, it may not make sense to assume a person would be willing to spend an additional 20.38 minutes per trip just to take a 5 mile bike path. Another difference to consider is location—the NCHRP study was conducted in Minnesota. Thus the value of having access to a bike path might be greater in a city like Los Angeles where there are more days each year of suitable weather for biking.
- **City-specific parameters**—we understand that this first version of the B/C Tool was kept general so that it could be used by different cities throughout California. However, this means that some of the parameters used may not be appropriate for a particular city. For example, the two percent population growth rate assumed in the model is an average for California from 1955 to 2011. However, currently the population growth rate in Los Angeles is closer to 0.5 percent[1], much smaller than the California average.
- **Construction start and end dates**—allowing the B/C Tool to adapt to different construction start and end dates depending on the project will provide a more precise estimate of net benefits.

Calculation Logic

- **Discount methodology**—the B/C Tool currently discounts the project costs and benefits starting the same year, implying that benefits and costs begin at the same time. Benefits generally start accruing after the project is complete, while costs are experienced at the beginning. Caltrans may want to consider adapting the discounting formulas so that benefits start after construction is complete.
- **Forecast methodology**—currently the BC Tool grows each benefit category by the population growth rate. Caltrans may want to consider adapting the B/C Tool to allow for different growth factors for each benefit category, as the future growth of these benefit categories may differ. For instance, generally a person's value of time is expected to

[1] Average annual growth rate for population of Los Angeles. Retrieved from Southern California Association of Governments, Draft , 2016 RTP/SCS Growth Forecast by Jurisdictions

grow at approximately 1.2 percent per year[2]. Thus benefit categories that depend on a person's value of time will be affected by this growth rate.

- **SR2S Safety Benefits**—it appears the B/C Tool includes safety benefits for SR2S infrastructure projects into the project's total benefits even when data is only entered for non-SR2S infrastructure projects. Because the SR2S safety data is linked directly to the result for safety benefits of non-SR2S infrastructure projects, this benefit is counted in two places. Thus safety benefits are likely over-estimated for all non-SR2S projects.
- **Non-infrastructure project crash rate data**—the B/C Tool uses the five-year crash rate data provided (rather than the annual data) to calculate safety benefits for non-infrastructure projects. This methodology differs from that of the infrastructure projects, where the B/C Tool uses the annual crash rate data. We wanted to point out this inconsistency.

Other Recommendations

- **Discounting benefit categories**—Caltrans may want to consider discounting by benefit category, rather than only discounting total benefits. This allows the user to compare the present value of each type of benefit.
- **Potential time savings benefits**—the B/C Tool could also consider the potential benefits of travel time savings. For instance, if an ATP project improves bicycle access on a commute route, it may in fact be quicker to bicycle to work rather than drive depending on the level of traffic congestion, and the distance of the trip. Several streets in Los Angeles currently suffer from gridlock congestion during certain hours of the day. Another instance of time savings might occur for long-distance commuters when transferring from Metrolink rail to the bus. Installing a bike path that improves the connection from rail to bus could result in time-savings for public transit users

User Interface

- **Format of model parameters**—many of the parameters assumed in the B/C Tool are currently hard-coded into the cell formulas. To allow for a more adaptable and error-free model, it is considered good practice to list all parameters on one sheet in the model, and link formulas to this sheet. This way if the user wants to change an assumption, the edit is only required in one location, and the change is automatically made throughout the model.

[2] U.S. DOT. The Value of Travel Time Savings: Departmental Guidance for Conducting Economic Evaluations Revision 2 (2014 Update). July, 2014. Please refer to page 14. http://www.dot.gov/sites/dot.gov/files/docs/USDOT%20VOT%20Guidance%202014.pdf

Attachment I-8. California Conservation Corps (CCC) Correspondence

Re: CCC Submittal for ATP Cycle 2, 07-South Gate-2

Active Transportation Program [inquiry@atpcommunitycorps.org]
Sent: Thursday, May 28, 2015 1:56 PM
To: Candice Espinoza [cespinoza@sogate.org]

Hello Candice,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank

RE: CCC Submittal for ATP Cycle 2, 07-South Gate-2

RE: CCC Submittal for ATP Cycle 2, 07-South Gate-2

Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Thursday, May 28, 2015 3:16 PM
To: Candice Espinoza [cespinoza@sogate.org]
Cc: ATP@CCC [ATP@CCC.CA.GOV]; Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV]; inquiry@atpcommunitycorps.org; Slade, Bryan@CCC [Bryan.Slade@CCC.CA.GOV]; Lino, Edgar@CCC [Edgar.Lino@CCC.CA.GOV]; Rochte, Christie@CCC [Christie.Rochte@CCC.CA.GOV]

Hi Candice,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your project. The CCC can participate in the following:

- Install bicycle racks
- Plant 24" box tree in existing street lighting pull box
- Remove existing tree
- Traffic Control

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Edgar Lino directly Edgar.Lino@ccc.ca.gov if your project receives funding.

Thank you,

Attachment J. Letters of Support

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0063
(916) 319-2063
FAX (916) 319-2163

Assembly
California Legislature

ANTHONY RENDON
ASSEMBLYMEMBER, SIXTY-THIRD DISTRICT

May 20, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate
Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. I recognize the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

I fully endorse the City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the Long Beach Boulevard Pedestrian Improvements project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. I believe the proposed improvements in this application will produce positive results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community.

Sincerely,

ANTHONY RENDON, Ph.D.
Assemblymember, 63rd Assembly District
Chair, Utilities and Commerce Committee

AR:ap

City of BELL GARDENS
7100 Garfield Avenue • Bell Gardens, CA 90201 • 562-806-7700 • www.bellgardens.org

May 11, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

On behalf of the City of Bell Gardens, I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. The City of Bell Gardens recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the **Long Beach Boulevard Pedestrian Improvements** project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Philip Wagner
City Manager

CITY OF **CUDAHY** CALIFORNIA

Incorporated November 10, 1960

P.O. Box 1007
5220 Santa Ana Street
Cudahy, California 90201-6024
(323)773-5143
Fax: (323) 771-2072

May 19, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

On behalf of the City of Cudahy, I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. The City of Cudahy recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the **Long Beach Boulevard Pedestrian Improvements** project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Michael Allen
Community Development Director

SOUTHEAST LOS ANGELES COUNTY

Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
La Habra Heights
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier
County of Los Angeles
Port of Long Beach

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

May 15, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

To Whom It May Concern:

Active Transportation Program – Cycle 2 Application, City of South Gate Long Beach Blvd Pedestrian Improvements

The Gateway Cities Council of Governments is pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. The Gateway Cities COG recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the **Long Beach Boulevard Pedestrian Improvements** project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Richard Powers
Executive Director

7300 Alondra Boulevard, Suite 201 ▪ Paramount, California 90723 ▪ phone (562) 663-6850 fax (562) 634-8216

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
856 Kenneth Hahn Hall of Administration / Los Angele, CA 90012
Phone: (213) 974 – 4111 / Fax: (213) 613 - 1739

May 20, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate
Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

As the Los Angeles County Supervisor for District One, I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. Los Angeles County recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the **Long Beach Boulevard Pedestrian Improvements** project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Hilda L. Solis
District One Supervisor
Los Angeles County

Los Angeles Unified School District

Office of Environmental Health and Safety

May 27, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate
Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

On behalf of Los Angeles Unified School District, I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. The Los Angeles Unified School District recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the **Long Beach Boulevard Pedestrian Improvements** project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Brad Smith

Digitally signed by Brad Smith
DN: cn=Brad Smith, o=LAUSD, ou=OEHS, email=brad.smith@lausd.net, c=US
Date: 2015.05.27 14:34:40 -07'00'

Bradley Smith
Environmental Health Supervisor

333 South Beaudry Avenue, 28th Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816

The Office of Environmental Health and Safety is dedicated to providing a safe and healthy environment for the students and employees of the Los Angeles Unified School District.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
213.922.7555 Tel
213.922.7447 Fax
washingtonp@metro.net

Metro

May 19, 2015

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Re: Letter of Support for Long Beach Boulevard Pedestrian Improvements Active Transportation Program (ATP) Application

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Long Beach Boulevard Pedestrian Improvements in the City of South Gate. This project will make walking more attractive to pedestrians, improve pedestrian safety, discourage unsafe street crossings, and increase visibility to drivers through the implementation of pedestrian improvements.

Metro is committed to promoting sustainability through the implementation of policies, programs, and projects that increase safety and mobility, enhance public health, and help achieve greenhouse gas reduction goals across all of our communities. To this end, active transportation is a key planning priority for Metro.

The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) adopted by the Southern California Association of Governments (SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to address the challenges associated with bicycling and walking trips, including the Bicycle Transportation Strategic Plan, Complete Streets Policy, the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot Program, and financial commitments as part of the Long Range Transportation Plan (LRTP) and the biannual Call for Projects.

This project is consistent with the SCAG RTP/SCS and the LRTP, as well as the shared priorities and goals of our agency and the ATP. We endorse the City of South Gate's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Long Beach Boulevard Pedestrian Improvements for the ATP grant.

Sincerely,

Phillip A. Washington
Chief Executive Officer

South Gate CHAMBER OF COMMERCE

May 7, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

On behalf of the South Gate Chamber of Commerce, I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. The Chamber recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the **Long Beach Boulevard Pedestrian Improvements** project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Valeria Ponce
Executive Director

City of Downey

May 14, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program – Cycle 2 Application, City of South Gate Long Beach Blvd Pedestrian Improvements

To Whom It May Concern:

On behalf of the City of Downey, I am pleased to support the City of South Gate's application for an Active Transportation Program (ATP) – Cycle 2 grant. The City of Downey recognizes the need to encourage increased use of active modes of transportation and improve traffic safety of bicyclists and pedestrians.

We fully endorse the City of South Gate's efforts to increase walking trips by improving local infrastructure through the implementation of the Long Beach Boulevard Pedestrian Improvements project. The City of South Gate is proposing pedestrian improvements along Long Beach Boulevard, between Santa Ana Avenue and Tweedy Boulevard, by installing new sidewalk to create a continuous walking path for pedestrians. Missing and substandard curb ramps will be replaced with ADA-compliant ramps at all crossings. Enhanced crosswalks will be installed that feature contrasting pavement for high-visibility and increased driver compliance. We believe the proposed improvements in this application will produce real results and promote active transportation within the City of South Gate and the surrounding area.

In closing, I respectfully request your favorable consideration for the City's application for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our community including students who walk and bike to school.

Sincerely,

Luis H. Marquez
Mayor

Attachment K. Additional Attachments

[Not Applicable. This page left intentionally blank]