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-Pico Rivera-2

Auto populated

Total ATP Funds Requested: $ 3,931 (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:

Pico Rivera

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
6615 Passons Boulevard	Pico Rivera	CA	90660

IMPLEMENTING AGENCY'S CONTACT PERSON: Maria Carrillo

CONTACT PERSON'S TITLE: Senior Analyst

CONTACT PERSON'S PHONE NUMBER: 562-801-4343

CONTACT PERSON'S EMAIL ADDRESS : mcarrillo@pico-rivera.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	07-5351R
Implementing Agency's State Caltrans MA number	00194S

* 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)

Pico Rivera Regional Bikeway Project

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

PROJECT DESCRIPTION: (Max of 250 Characters)

The project will install a bicycle/pedestrian bridge, Class II bicycle lanes, a Class I shared-use path, traffic calming medians, sidewalks, curb ramps, signal modifications, and wayfinding signage, connecting to two regional Class I routes.

PROJECT LOCATION: (Max of 250 Characters)

Improvements to be installed on Mines Ave from Paramount Blvd to the San Gabriel River. Bridge to be installed at San Gabriel River between Mines Ave and Dunlap Crossing Rd. Bike lanes on Dunlap Crossing Rd from San Gabriel River to Norwalk Blvd.

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. 33.985900 /long. -118.076600

Congressional District(s):	38							
State Senate District(s):	32			**State Assembly District(s):**	58			
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**	855	**Bicyclists**	708
One Year Projection:	**Pedestrians**	936	**Bicyclists**	1,168
Five Year Projection:	**Pedestrians**	955	**Bicyclists**	1,192

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

Bicycle:	**Class I** ☒	**Class II** ☒	**Class III** ☐		**Other**	Bridge, bicycle actuation at signals
Pedestrian:		**Sidewalk** ☒	**Crossing** ☒		**Other**	Curb ramps
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** 75.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 25.0 %

☐ **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:			2/1/17
* NEPA Environmental Clearance:			N/A
CTC - PS&E Allocation:			4/1/17
CTC - Right of Way Allocation:			4/1/17
* Right of Way Clearance & Permits:			2/1/18
Final/Stamped PS&E package:			4/1/18
*** CTC - Construction Allocation:**			6/1/18
* Construction Complete:			5/1/19
* Submittal of "Final Report"			6/1/19

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:	$463	
ATP funds for PS&E:	$308	
ATP funds for Right of Way:	$100	
ATP funds for Construction:	$3,060	
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:		$3,931
Local funds leveraging or matching the ATP funds:		$527

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:	$459

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:	$4,917

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-Pico Rivera-2**

Implementing Agency's Name: **Pico Rivera**

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 City of Pico Rivera receives $2,875,125 annually in combined Transportation Development Act Article 3 funds and local return sales tax. At present, the City has allocated 100% of its local return funds to other projects, leaving only a small share available for active transportation improvements. Even if the City were to dedicate 100% of these funds to the proposed project, it would require almost two years of accumulated funds to design and build the project on a pay-as-you-go basis.

In order for Pico Rivera to make meaningful progress toward implementing its plans for bicycle and pedestrian improvements, its own limited local funding must be used to leverage state and federal resources. The city has committed $986,495 or 20% in local match towards all project elements. The remaining $3,930,677 or 80% is requested from the ATP.

2. Consistency with Regional Plan.

This project is consistent with the SCAG 2012 Regional Transportation Plan (RTP) and Metro's Long Range Transportation Plan (LRTP). It meets three of the RTP's four Active Transportation goals:

1. Decrease bicyclist and pedestrian fatalities and injuries
2. Develop an Active Transportation-Friendly environment throughout the SCAG region
3. Increase active transportation usage in the SCAG region.

Metro's LRTP states that bicycle and pedestrian programs are critical components of a successful transportation system. See Attachment I for relevant pages from the SCAG's RTP and Metro's LRTP.

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 is expected to serve students, seniors, commuters, and recreational users, by connecting to a variety of public facilities (see part B, this question), tying together two regional bikeways, and completing sidewalks. According to the American Community Survey 2013 five-year estimates (ACS 2013), 855 pedestrians and 708 bicyclists commute within the project study area on a daily basis. Five years after project completion, in 2023, users are expected to increase from current levels to 955 pedestrians and 1,192 bicyclists.

This project spans the width of the City of Pico Rivera and connects two major regional bikeways: the Rio Hondo Bike Path and the San Gabriel River Bike Trail. It closes a gap between these bikeways, which only link in one other location—three miles to the north, and connects to on-street bicycle infrastructure in the adjacent City of Whittier and the multi-use Whittier Greenway Trail. As Pico Rivera's first on-street bikeway, this project will provide connectivity between these paths and the city, as well as safer east-west travel to adjacent activity centers (see Table 1-1). By completing sidewalks, installing traffic-calming medians, and buffered bike lanes along this corridor, the route is made safer for both pedestrians and cyclists.

Counts conducted on the Rio Hondo Bike Path in 2012 averaged 189 daily users during the week, and 326 average daily weekend users (Attachment I-1-A2). The Los Angeles County Public Works Department conducted counts in 2015 on the San Gabriel River Bike Trail, which showed 691 daily average weekday and 674 daily average weekend bicycle and pedestrian trips, combined. High levels of use on both weekends and weekdays, implies that these bikeways are used both recreationally and for transportation.

The projected number of daily pedestrian and bicycle trips was estimated using a ½-mile walkshed and two-mile bikeshed, from which potential users for the sidewalks and Class I and Class II bicycle facilities would likely be drawn. The forecasting model (Attachment I-1-A1) incorporates key demographic and economic data from ACS 2013 and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number of walk and bike trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics.

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

Creation of New Routes

The Pico Rivera Regional Bikeway Project will create the city's first on-street bicycle facility. Bike lanes on Mines Avenue will run the width of the city, and will be centrally located: 2.5 miles from the southern city limits and 3.5 miles from the northern city limits. With the addition of a new bicycle- and pedestrian-only bridge that spans the San Gabriel River and will connect the city to two regional bike trails: the 28-mile-long Rio Hondo Bike Path and the 38-mile-long San Gabriel River Bike Trail. This project will also create the first on-street connection between these regional two bike trails. Existing connections create an inconvenient path for bicycling commuters, thus many choose to ride direct routes without dedicated on-street bike facilities.

By providing an east-west connection between the regional north-south oriented San Gabriel River and Rio Hondo shared-use paths, the project will improve bicycle travel through the City of Pico Rivera with origins or destinations in nearby cities. The city has contacted the adjacent jurisdictions of Downey, Whittier and Los Angeles County and obtained their support for this project (see Attachment J). Through these discussions, the adjacent jurisdictions believe this project will help to connect their own bicycle networks and create opportunities for further expansions.

Removal of a Barrier to Mobility

In order to access the San Gabriel River Trail, bicyclists and pedestrians in Pico Rivera must currently cross the San Gabriel River using Beverly Boulevard, Whittier Boulevard, Washington Boulevard, or Slauson Avenue. All are busy truck routes with no bicycle facilities (see Question #6-B for additional details).

The project will improve connectivity between Pico Rivera and the adjacent cities of Whittier and Montebello. Currently, the San Gabriel River divides Pico Rivera from Whittier. Users on Mines Avenue must currently

travel 1.7 miles out-of-direction to the north, or 2.4 miles out-of-direction to the south to cross the river. Across the river in Whittier, bike lanes continue on Mines Avenue and a bike route runs north and south on Norwalk Boulevard, which connects to the Whittier Greenway Trail and Whittier Narrows Recreation Area. The Rio Hondo River separates Pico Rivera from Montebello to the west, but an existing bicycle/pedestrian bridge crosses the river. Bike lanes on Mines Avenue will connect to Class I facilities that cross this bridge.

By constructing a dedicated bicycle and pedestrian bridge over the San Gabriel River, the project will encourage greater use of the existing shared-use path system and removes a major water crossing barrier to non-motorized mobility in the region.

Closure of Gaps

The only existing connection between the San Gabriel River Bike Trail and Rio Hondo Bike Path is through Whittier Narrows Recreational Area, over three miles north of the project area. This project will close a gap between these two regional bikeways, and also tie them into existing bicycle facilities in the City of Whittier. Mines Avenue only has partial sidewalk coverage along its length, and this project will fill these gaps, providing a safe and consistent pedestrian experience across the city from east to west.

Other Improvements to Route

The project includes traffic-calming medians, improving comfort and safety throughout the corridor, particularly for cyclists and pedestrians. Slower motor vehicle traffic along Mines Avenue will result in fewer pedestrian- and bicycle-related collisions that result in injury or death. As Mines Avenue lacks complete sidewalks along its entirety, this project will enhance conditions for pedestrians by providing consistent sidewalks and ADA-compliant curb ramps where currently missing.

Connections to Activity Centers

Residents of Pico Rivera as well as users of the San Gabriel River Bike Trail and Rio Hondo Bike Path will experience improved, direct access to eight houses of worship, five major public services, a health care center, three parks, 14 schools, a shopping center, and two major regional bike paths. Of these 36 activity centers, 14 are within ¼ mile of the project, and the remaining are within ½ mile (see Table 1-1). These activity centers provide services to individuals more likely to walk or bike to destinations, including seniors,

school children, and recreational trail users. The Pico Rivera Public Library, Senior Center, Center for the Arts, and Smith Park all face Mines Avenue, connecting directly to the proposed facilities (see Attachment I-1-B).

The San Gabriel River Bike Trail and Rio Hondo Bike Path provide safe access to the 1,492-acre Whittier Narrows Recreation Area, one of the most popular recreation areas in Los Angeles County. The San Gabriel River Bike Trail also connects to the Pico Rivera Sports Arena, currently undergoing a $7-million renovation. The RHBT connects to the El Monte Bus Station, the largest bus facility west of Chicago, which features a bike hub with parking for 60 bikes. The trail also runs within a mile of the El Monte Metrolink Station. Both of these stations provide access to employment throughout the region.

ReferenceUSA's U.S. Businesses Database contains active records for 132 businesses within ¼ mile of the proposed improvements, providing employment to 1,071 individuals. Active transportation linkages to these businesses will allow both employees and customers to reach these businesses without driving.

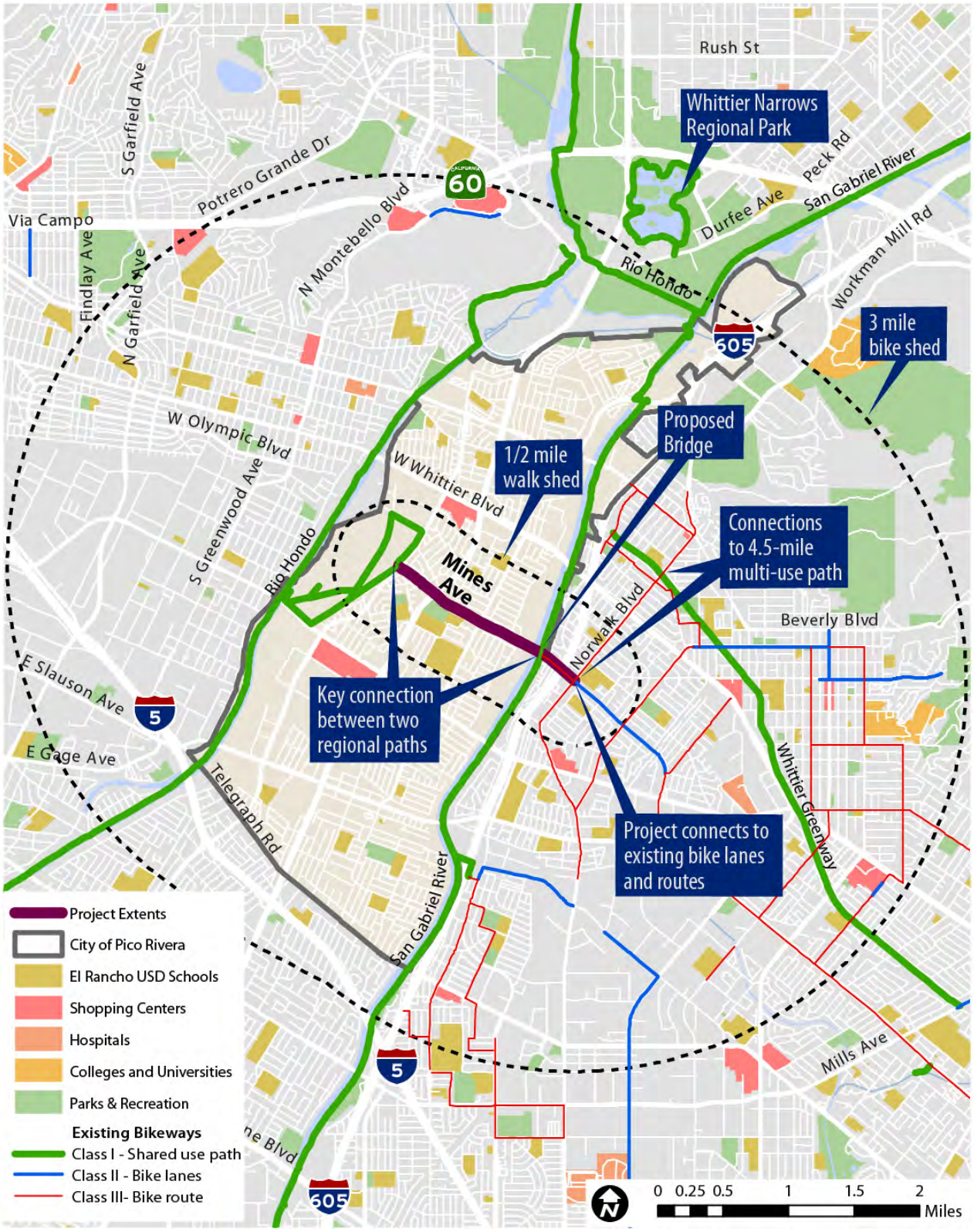


Figure 1-1: Project area connections and activity centers

Table 1-1: Activity centers

Activity Center	1/4 Mi	1/2 Mi	Category
Centre for the Arts	X		Public Services
Church of Jesus Christ of Latter Day Saints	X		Church
Edwards (Katherine) Middle School	X		School
El Rancho Adult School		X	School
El Rancho High School		X	School
El Rancho Unified School District - Early Learning Program		X	School
El Rancho Vista Health Care Center	X		Health Care
Family Life Center Apostolic		X	Church
First Bilingual Baptist Church	X		Church
Los Angeles County Sheriff - Youth Activity League - Pico Rivera		X	Public Services
Meller (Mary E) Elementary School	X		School
My Friends House Assembly of God Church		X	Church
Paramount/Mines Parkway		X	Park
Phelan/Washington Elementary School	X		School
Pico Rivera City Hall		X	Public Services
Pico Rivera Library	X		Public Services
Pico Rivera Main Post Office		X	School
Pico Rivera Senior Center	X		Public Services
Pico Rivera United Methodist Church		X	Church
Rio Hondo Bike Path		X	Regional Trail
Rio Vista Elementary School		X	School
Ruben Salazar Continuation School		X	School
Saint Hilary Catholic Church		X	Church
San Gabriel River Bike Trail	X		Regional Trail
Shopping Center at Mines/Rosemead	X		Shopping
Smith Park	X		Park
South Ranchito Elementary School		X	School
St. Hilary Elementary		X	School
United Methodist Church		X	Church
Universal Church	X		Church
Valencia Elementary School	X		School
Veterans Monument/Eternal Flame		X	Park
West Whittier Early Education		X	School
West Whittier Elementary School		X	School

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 project is identified in Pico Rivera's *General Plan, 2014 Update,* which prioritizes children's ability to access schools, parks, and libraries, and also calls for the city to improve its overall walkability and bicycle network (see Attachment I-1-C1). This project is specifically shown in the plan's *Circulation Element* map of proposed trail facilities (see Attachment I-1-C2). The *Healthy Communities Element* (Attachment I-1-C3) sets forth in "Goal 10.3" that a safe transportation system is established, where residents "can safely walk or ride their bicycles to school and other destinations." Policy 10.3-1 calls for Safe Routes to School programs to encourage bicycling and walking to school. Policy 10.3-3 recommends "safe bicycle lanes and pedestrian routes that reduce conflicts with users and motor vehicles through design improvements, and well-marked pedestrian crossings and bicycle routes."

The *Gateway Cities Council of Governments*, which includes Pico Rivera and 26 other cities in southeast Los Angeles County, in its draft *2014 Strategic Transportation Plan: Active Transportation Element*, identifies a lack of east-west connections between existing north-south Class I regional bikeways in the region as an issue. Mines Avenue links two of these regional bikeways (see Attachment I-1-C4).

The project enjoys local support from the El Rancho School District, Pico Rivera Chamber of Commerce, Los Angeles County Sheriff's Office, the Los Angeles County Metropolitan Transportation Authority, and local government officials (see Attachments J).

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.)

Between January 1, 2008, and December 31, 2012, there were 18 total bicycle/pedestrian collisions resulting in injuries within ¼ mile of the project area (*Transportation Injury Mapping System (TIMS). University of California, Berkeley, Safe Transportation Research and Education Center, 2014*). This date range provides the most recent years of complete data. See Table 2-1 for additional details.

Table 2-1: Collisions adjacent to project area

Motor Vehicle Collision With	Within Project Limits					Within ¼ Mile Influence Area				
	Fatalities	Injuries			Total	Fatalities	Injuries			Total
AIS Severity Level	*1*	*2*	*3*	*4*		*1*	*2*	*3*	*4*	
Pedestrian	0	0	2	1	3	0	0	2	4	6
Bicyclist	0	0	3	3	6	0	1	6	5	12
Total	**0**	**0**	**5**	**4**	**9**	**0**	**1**	**8**	**9**	**18**

Collisions consisted primarily of bicyclists riding against traffic, failure to yield, and unsafe turns. These violations are shown in Table 2-2.

Table 2-2: Collision violation types

%	Violation Type
29%	Bicycle on roadway or shoulder required to be operated in same direction as motor vehicles.
14%	Crosswalks, failure to yield to pedestrians within.
14%	Unsafe turn, and/or without signaling.
7%	Left turns or U-turns yield until reasonably safe.
7%	Pedestrian yield, upon roadway outside crosswalk (i.e. jaywalking).
7%	Unsafe speed for prevailing conditions (use for all prima facie limits).
7%	Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection.
7%	Under the influence of alcohol while driving a vehicle
7%	Violation not reported/unknown

Within Pico Rivera as a whole, there were 164 total collisions, occurring primarily along the city's busier truck routes. Citywide, there were four fatalities for the selected time period, three pedestrians and one cyclist. The

streets closest to the project that cross the San Gabriel River are Whittier (32,771 ADT[1]) and Washington Boulevards (37,390 ADT[1]), to the north and south, respectively. Each street has more collisions and higher traffic volumes than Mines Avenue (7,046 ADT[1]), and each includes an interchange with the I-605 freeway. Adding bicycle facilities and sidewalks along Mines Avenue and the pedestrian/bicycle bridge across the San Gabriel River will encourage cyclists and pedestrians to use these facilities rather than ride along the high-speed, high-volume arterials to the north and south.

See Figure 2-1 below or Attachment I-2-A for a map of collisions within Pico Rivera and Attachment I-2-A for collision diagrams of intersections on Mines Avenue.

[1] Traffic counts conducted by the City of Pico Rivera in 2014.

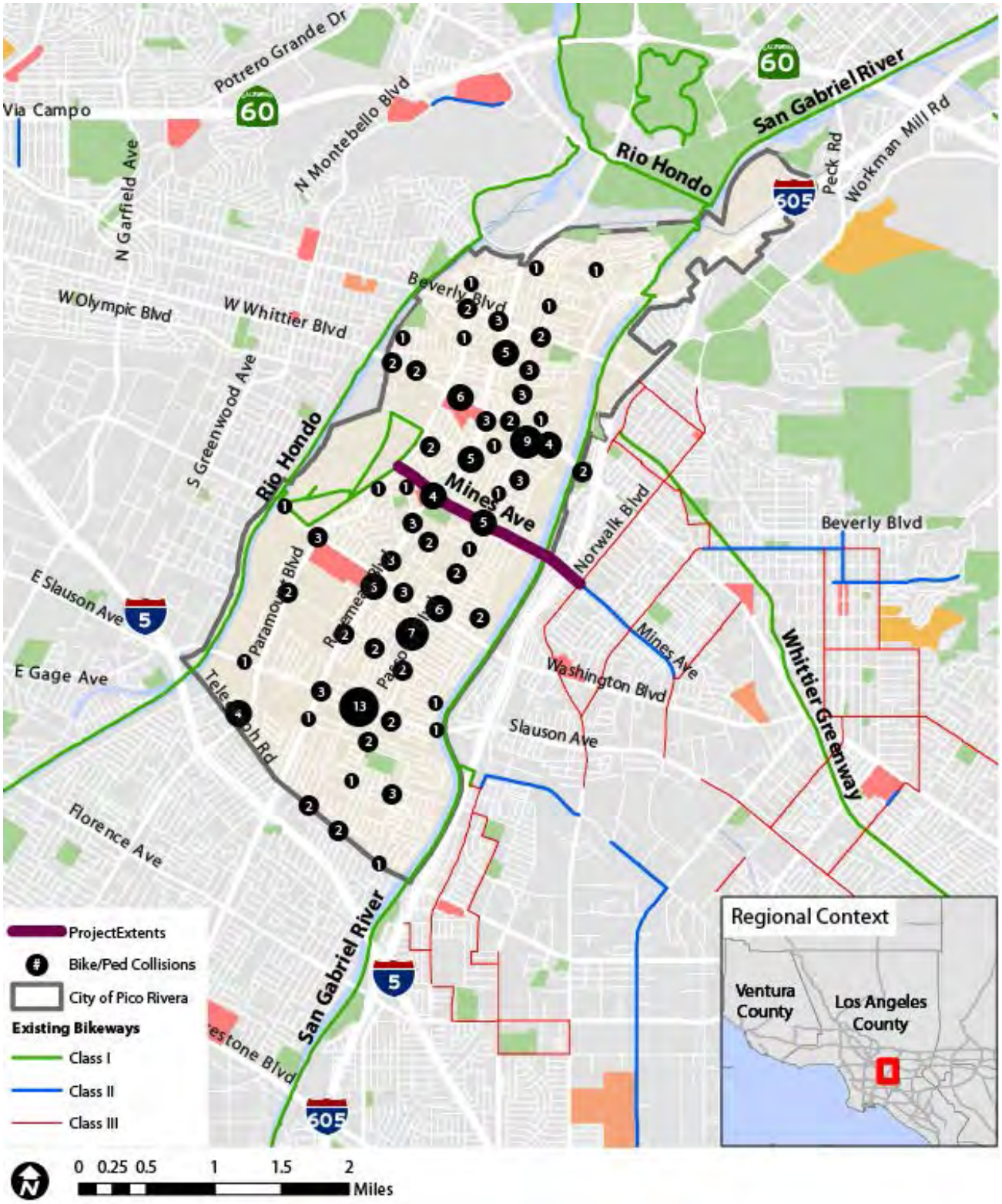


Figure 2-1: Pedestrian and bicycle related injury collisions between January 1, 2008 and December 31, 2012

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.	X
- 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.	X
- Addresses inadequate traffic control devices.	X
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.	X
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.	X

The Pico Rivera Regional Bikeway Project will alleviate hazards at existing San Gabriel River crossings that have contributed to 164 reported bicycle- and pedestrian-related collisions and three fatalities between 2008 and 2012, inclusive (more recent data is "provisional and incomplete[2]"). By providing an alternative crossing over the San Gabriel River, cyclists and pedestrians will no longer have to travel along high-collision and high-traffic Beverly Boulevard, Whittier Boulevard, Washington Boulevard, or Slauson Avenue to cross the river. The collision analysis along those corridors showed a high rate of bicycle- and pedestrian-related collisions, and the creation of a centrally-located and safe alternative that runs parallel to those corridors will help eliminate potential conflict points between motorized and non-motorized users. See Question 6-B for further discussion of alternatives considered to Mines Avenue.

The project will create network benefits beyond those afforded to east-west travelers. Connections to regional north-south Class I routes will provide alternatives to Passons and Rosemead Boulevards, which saw 37 and 47 bicycle or pedestrian collisions (respectively) between 2008 and 2012 (inclusive). Safety countermeasures included in the project are listed below in Table 2-2.

[2] *Transportation Injury Mapping System - http://tims.berkeley.edu/tools/gismap/index.php*

Table 2-2: Safety Countermeasures

Hazard	Traffic Calming Medians	Class II Buffered Bicycle Lanes	New Sidewalks	Class I Shared-use Path	New Crosswalks	Signal Modification
Crash Reduction Factor[3]	**25%**	**35%**	**80%**	*****	**25%**	**15%**
Reduces speed or volume of motor vehicles in the proximity of non-motorized users.	X					
Improves sight distance and visibility between motorized and non-motorized users.		X	X	X	X	
Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.		X	X	X	X	
Improves local traffic law compliance for both motorized and non-motorized users.		X	X			X
Addresses inadequate traffic control devices.		X			X	X
Eliminates or reduces behaviors that lead to collisions involving non-motorized users.	X	X	X	X	X	X
Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.		X	X	X	X	X

**Class I facilities redirect traffic from on-street facilities, but do not receive a specific crash reduction factor from Caltrans*

The project will reduce behaviors that lead to collisions involving non-motorized users. Approximately half of the bicycle- and pedestrian-related collisions in the project area were the result of bicyclists riding against traffic, violations involving crossing at an inappropriate location or failure to yield right-of-way. According to Caltrans, locations with bicycle lanes have lower rates of wrong-way bicycle riding and more predictable motor vehicle movements[1] (see Attachment I-2-B). Facilities proposed in this project will allow pedestrians and cyclists to reach shared-use paths that travel the length of the city without crossing potentially dangerous intersections or using the same travelway as motor vehicles.

The reconfiguration of Mines Avenue to accommodate bicyclists and pedestrians will address the presence of inadequate bicycle facilities to travel to between the east and west sides of Pico Rivera. The addition of

[3] *Local Roadway Safety: A Manual for California's Local Road Owners*. Caltrans, 2013

medians will narrow vehicular travel lanes and reduce traffic speeds, and the addition of sidewalks and curb ramps will allow pedestrians to avoid stepping or wheeling into the street to reach their destination.

See Figure 2-2 for a map of collisions that could be avoided following the construction of the Pico Rivera Regional Bikeway Project.

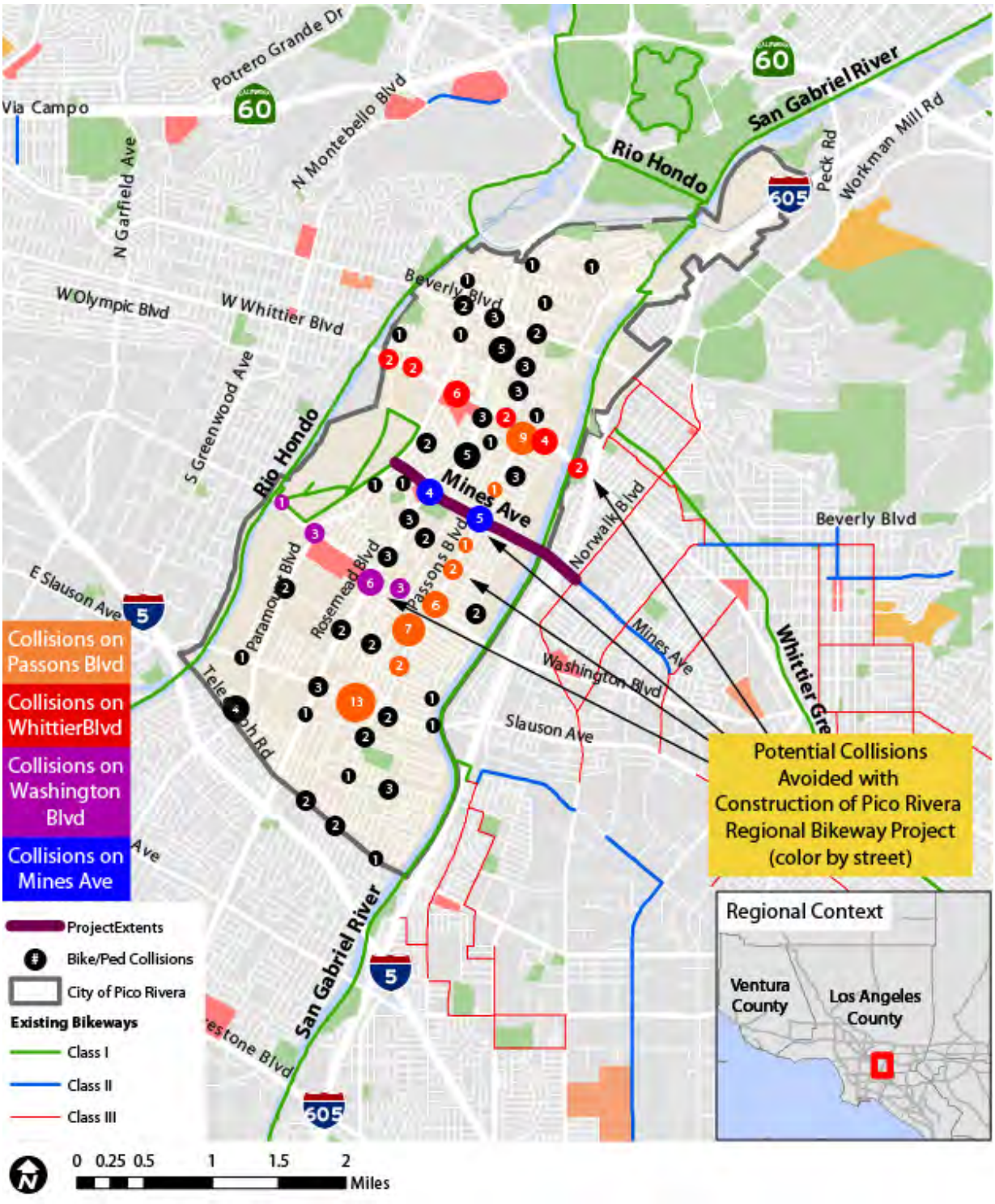


Figure 2-2: Collisions to be potentially avoided through the construction of proposed ATP project.

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)

Stakeholders

Through ongoing outreach activities, encouragement events, and enhanced enforcement programs, Pico Rivera has engaged a wide variety of stakeholders:

- Families
- Teachers
- Students
- Parents of students
- School District staff
- City staff
- County and local law enforcement officials

The city staffed a booth with information about the project at the annual *Spring into Health Fair* (see section B of this question), which saw approximately 200 attendees.

The city's Safe Routes to School (SRTS) program has, since 2013, engaged schools throughout the El Rancho Unified School District, receiving feedback and providing safety information to staff, students, and parents.

Pico Rivera City Staff discussed the proposed bike lanes and bike and pedestrian bridge with community members at the Spring into Health Fair.

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

Spring into Health Fair and Bicycle Festival

The City of Pico Rivera solicited feedback for the Pico Rivera Regional Bike Project at the fifth annual *Health Fair* on Saturday, April 25, 2015 from 9:00 am to 1:00 pm at the El Rancho Adult Education Center. City Public Works hosted a booth at the entrance to the Fair, allowing staff to engage a large percentage of the approximately 200 attendees.

The free community event, which promoted health awareness and education, included information on nutrition, health care, mental health services, food services, children's social services, and sports. The event also hosted a Bike Festival which provided bicycle safety checks, a bike skills course, helmet fitting and group rides. Those in attendance largely represented families who are interested in fostering a healthier and more active lifestyle for their children and themselves.

While not every visitor to the booth signed in, 35 people signed the sign-in sheet (see Attachment I-3). Large format boards displayed maps of the Mines project corridor and City staff described the proposed improvements. Outreach was conducted and feedback was gathered in both English and Spanish.

Attendees at the 2015 Spring into Health Fair included a diverse group of Pico Rivera residents interested in engaging in a healthy and active lifestyle.

Bicycle Festival flyer at the Health Fair.

Safe Routes to School Plan

In 2013, the City of Pico Rivera and the El Rancho Unified School District launched a SRTS program with the goal of promoting safe and healthy travel to and from Pico Rivera's 11 public elementary and middle schools. Mines Avenue provides connections to three elementary schools and one high school.

The Pico Rivera's SRTS program involved a two-year process that included aspects of each of the five E's of safety (below) and involved parents, students, school district staff, city staff, and county law enforcement officials. These efforts provided diverse opportunities for Pico Rivera residents to offer feedback around school travel. The program has included:

- Education/Encouragement: Community Bicycle Festivals in 2014 and 2015;
- Evaluation/Engineering: Walkability audits along Mines Avenue which documented engineering observations for Valencia Elementary School and Rio Vista Elementary School. These audits, conducted with school staff, district staff, local police, teachers, and a consultant team, resulted in infrastructure recommendations for Mines Avenue, included in this ATP application.
- Education: "Talk the Talk" presentations at all Pico Rivera elementary and middle schools, designed to engage kids and parents around walking, bicycling and rolling to school;
- Encouragement: "Walk the Walk" events at all Pico Rivera elementary and middle schools (professionally guided walk-to-school days involving city and school district staff);
- Encouragement: Bike to School Day event at Rio Vista Elementary (May 6, 2015), led by school staff;
- Enforcement: Enhanced law enforcement presence at Pico Rivera schools during the morning drop-off and afternoon pick-up periods; participation of law enforcement officers at community events, such as the Bicycle Festival (April 25, 2015).

The Bike Festival provided a skills course, helmet fitting, a bicycle safety check, and gave away a bicycle to encourage use.

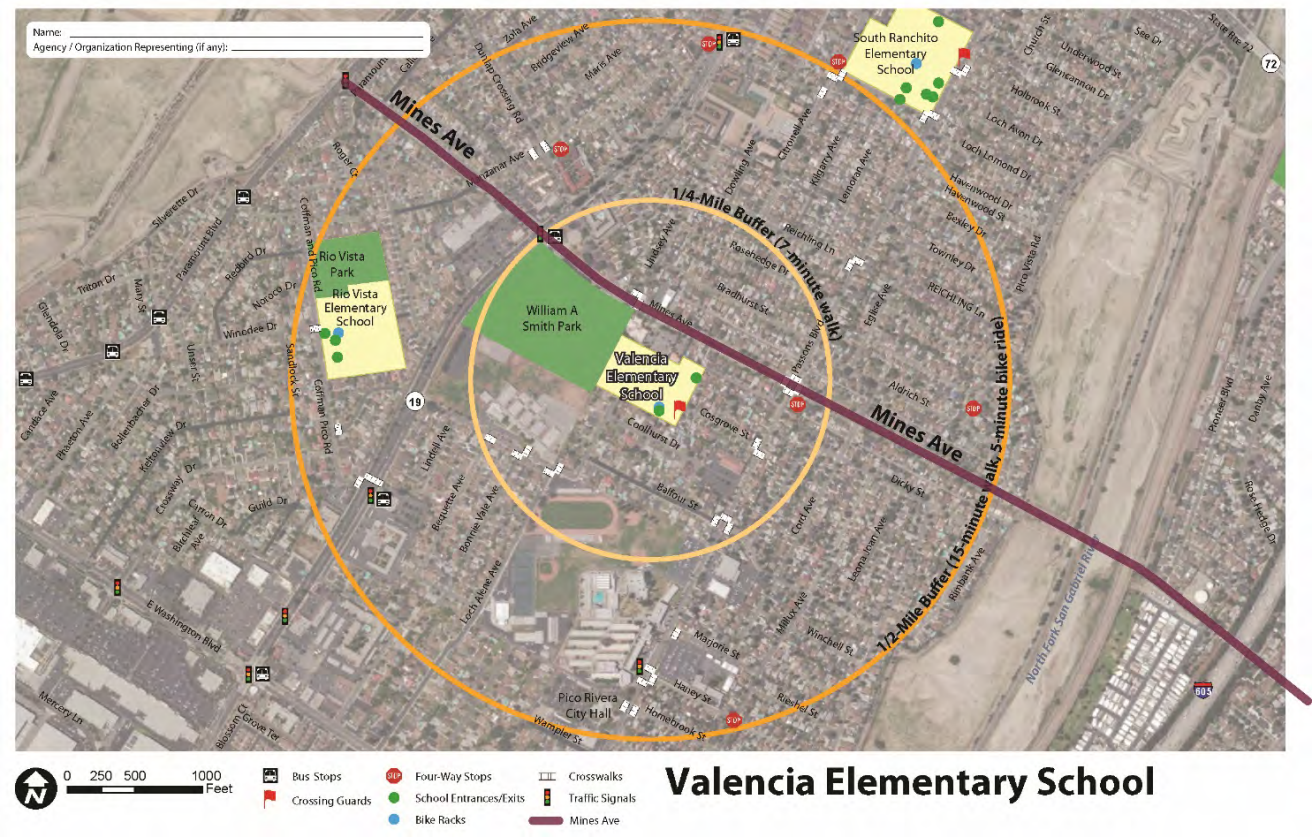


Figure 3-1: A walkability audit for Valencia Elementary school resulted in recommended pedestrian and bicycle improvements along Mines Avenue.

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)

Spring into Health Fair

Feedback for the project from community members at the Health Fair was very supportive. The majority of the people at the event were parents who want to see their children more active and engage in outdoor activities like biking and walking. There was overwhelming feedback that parents did not feel any of the streets in Pico Rivera were safe for their children to ride their bikes. Attendees want access to paths where people can ride separated from vehicle traffic and expressed great support for the bike and pedestrian bridge which will provide access to the San Gabriel River Bike Trail and Whittier Greenway. Attendees also supported bike lanes as the city does not currently have any designated bike lanes.

Safe Routes to School Plan

The Mines Avenue project area transverses the enrollment boundaries of Valencia Elementary School and Rio Vista Elementary School. Both elementary schools are within a quarter-mile of Mines Avenue,[4] and both schools rely upon Mines Avenue as the sole east-west through-route in this part of Pico Rivera. To improve safety and accessibility for both schools, the SRTS program identified improvements on Mines Avenue that included:

- Bicycle lanes;
- Improved curb ramps with tactile dome installation;
- Curb extensions;
- CAMUTCD sign updates;
- RRFB installation;
- Crosswalk re-striping; and
- Pavement marking maintenance.

Many of these identified recommendations are addressed by this project including bike lanes, crosswalk improvements, curb ramps, and pavement marking updates.

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

The City will conduct outreach at every project milestone to keep the community engaged and updated on the status of the project. Outreach events will occur in conjunction with environmental clearance, design development, start of construction and commence in a ribbon cutting ceremony. Outreach events will likely occur at nearby schools and through the ongoing SRTS programs.

[4] Mines Avenue is also within a half-mile of El Rancho High School and South Ranchito Elementary School.

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)

Pico Rivera has one of the highest adult obesity rates in Los Angeles County, ranking in the top quartile with a rate of 30.9%[5]. The city also ranks in top quartile for diabetes and stroke mortality rates, and in the second-highest quartile for childhood obesity, with a rate of 25.9% (see Attachment I-4-A). Figure 4-1 below shows the city's adult obesity prevalence in relation to surrounding Los Angeles County.

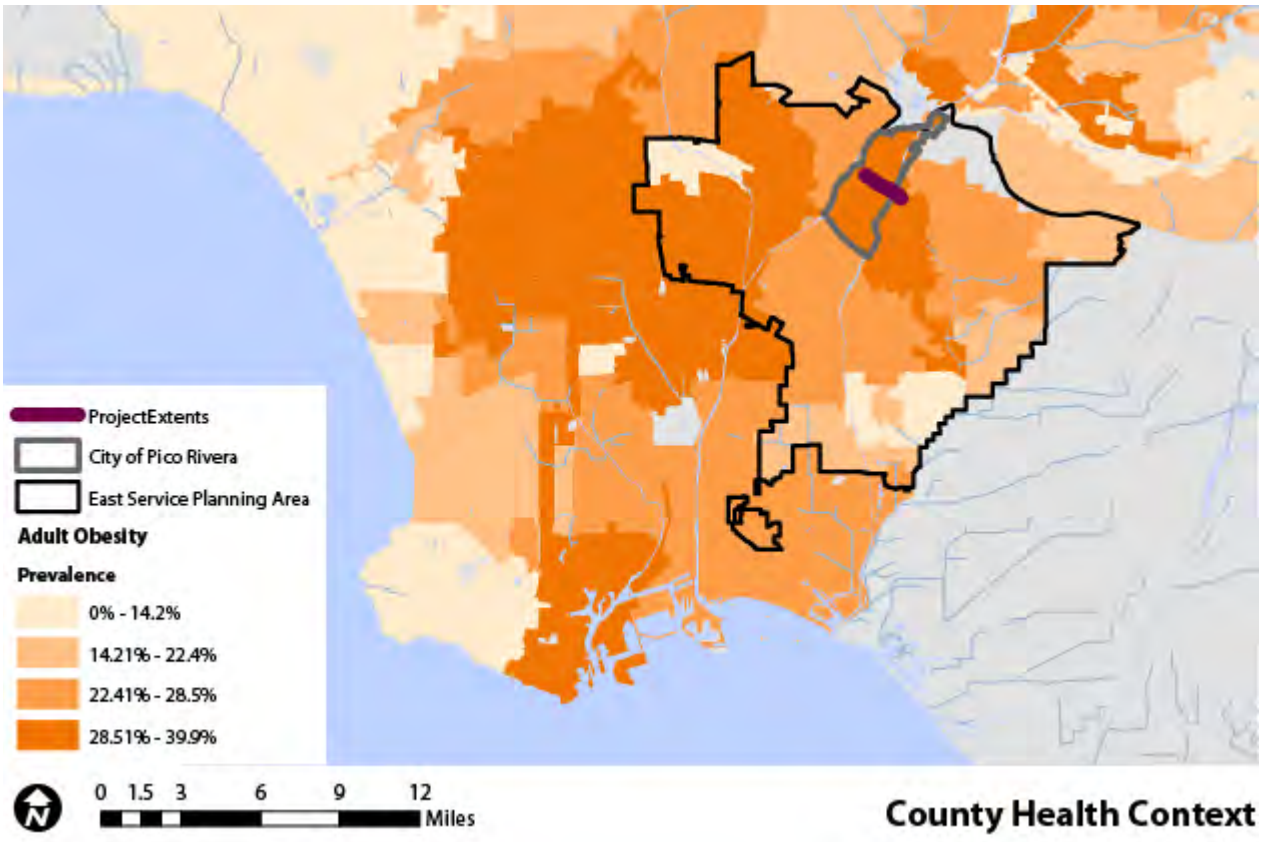
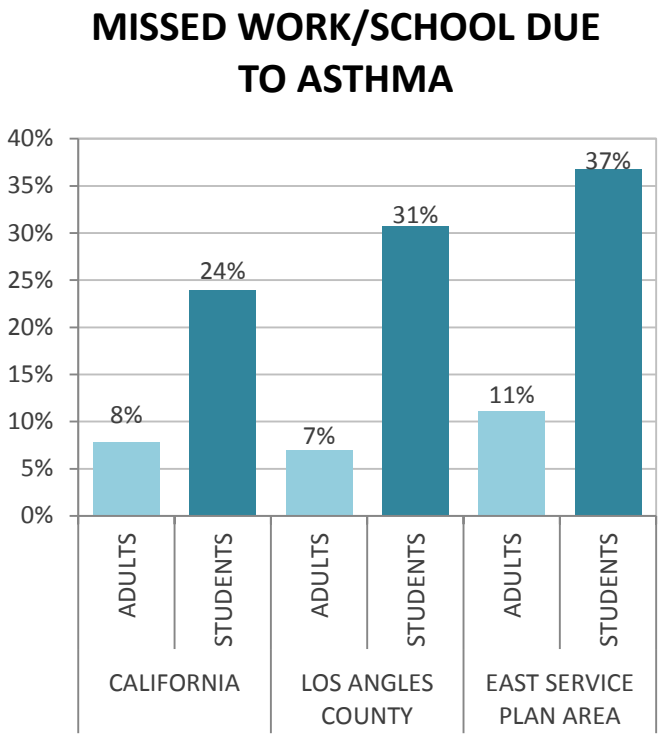


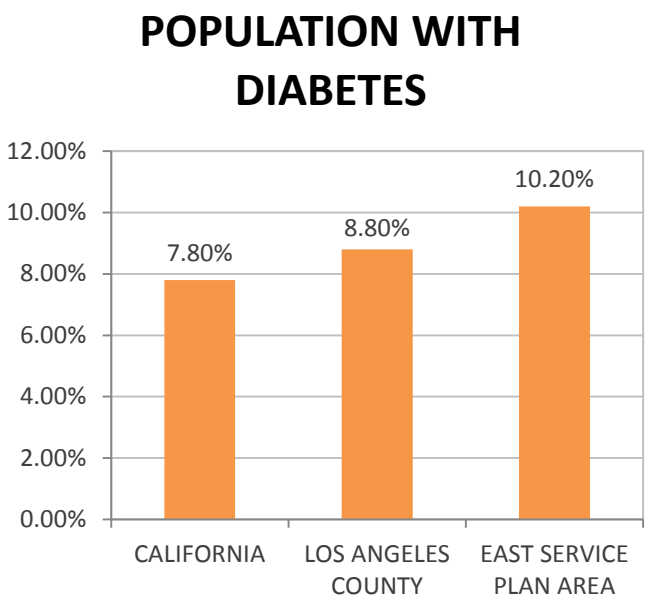
Figure 4-1: Adult Obesity rates in Los Angeles County

Pico Rivera is part of the Los Angeles County Department of Public Health's East Service Plan Area (Figure 4-1). Residents of the East Service Plan Area suffer from higher rates of asthma, diabetes, physical inactivity, park inaccessibility, non-active trips to school, and bicycle- and pedestrian-involved collisions resulting in

[5] Los Angeles County Department of Public Health, Office of Health Assessment and Epidemology. Obesity and Related Mortality in Los Angeles County: A Cities and Communities Health Report; September 2011.

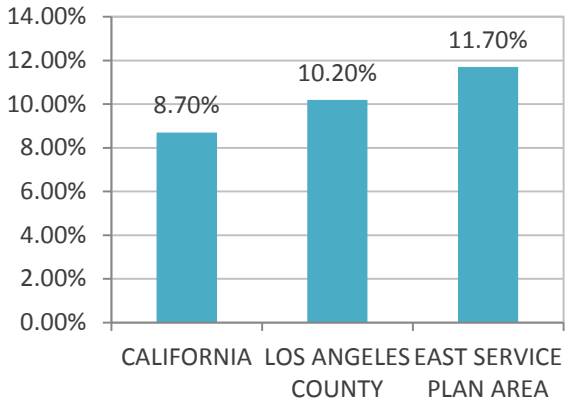
fatalities (see Question 2D) compared to residents in the surrounding county and State of California. **The number of students in the East Service Plan Area that missed school due to asthma within the past year was 54.2% higher than that of students across the state**, according to the 2007 California Health Interview Survey (CHIS). In addition, residents of the East Service Plan Area are **30.7% more likely to have diabetes** than other California residents (CHIS, 2007).



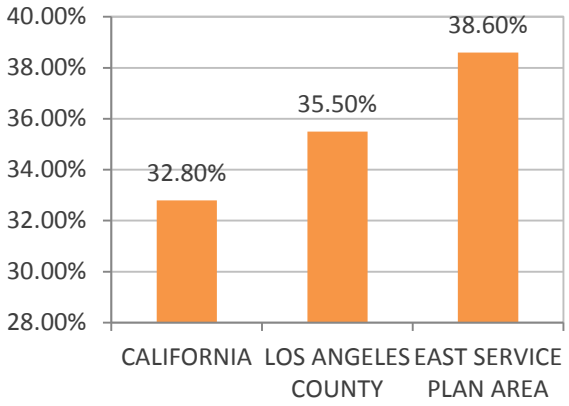


This large disparity in health indicators may be partially explained, in part, by the lack of physical activity among East Service Plan Area residents and the lack of safe access to parks, trails, and schools. East Service Plan Area teenagers were **34.5% more likely to not have been physically active** for at least one or more hours in the past week, compared to the statewide average (CHIS, 2007). Adults in this area were also over **17.7% less likely to have visited a park within the last month,** compared to the statewide average (CHIS, 2011-2012), despite proximity to one of the county's most popular regional recreational areas, Whittier Narrows. Among students who could walk or bicycle to school, East Service Plan Area children were **32.1% less likely to use active transportation to get to school,** compared to other students across the state (CHIS, 2007).

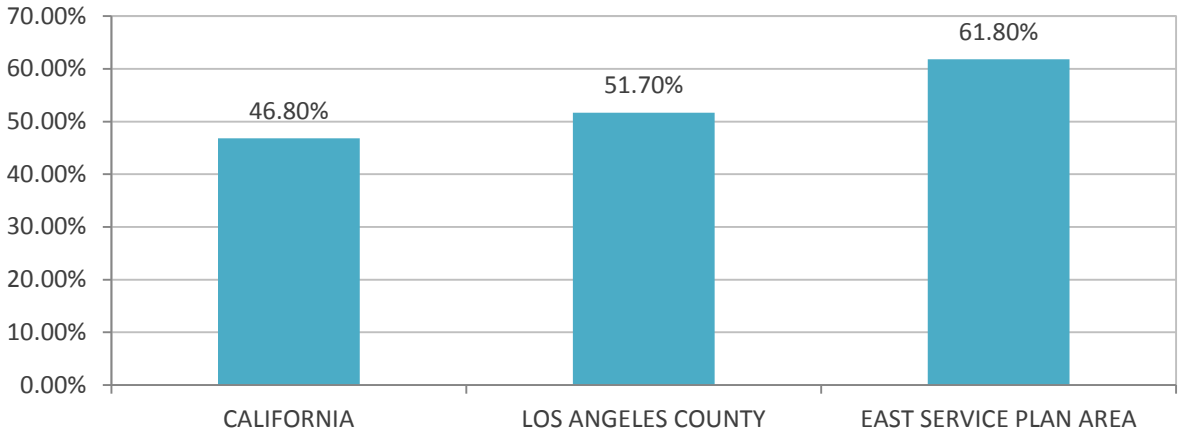
PHYSICALLY INACTIVE TEENS



DID NOT USE PARK LAST MONTH



COULD WALK/BIKE TO SCHOOL BUT DON'T



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

By linking Pico Rivera to two regional bike paths and recreation areas, opportunities for physical activity will be greatly expanded. Obesity is correlated with mortality from stroke, diabetes, and chronic heart disease (Attachment I-4-B)[6].

Improved access to schools, parks, and recreational opportunities in the East Service Plan Area will provide a major step in addressing public health. Building a bridge to close a gap between the city and between two regional bicycle trails will improve active transportation access not only for Pico Rivera residents but all users of the San Gabriel River Bike Trail and Rio Hondo Bike Path.

A recent study of the American Tobacco Trail in North Carolina showed the positive health impacts a simple gap closure project can have on the surrounding area. Just by constructing the single bridge and connecting the two trail segments, previously separated by a freeway, **the study found that average trail users shifted from not meeting recommended physical activity guidelines to exceeding guidelines after the bridge was constructed**. This shift is the equivalent of 175 million additional calories burnt per year, **an increase of 163%** from pre-bridge levels and the equivalent of approximately 19,000 cheeseburgers (ITRE, 2014[7]).

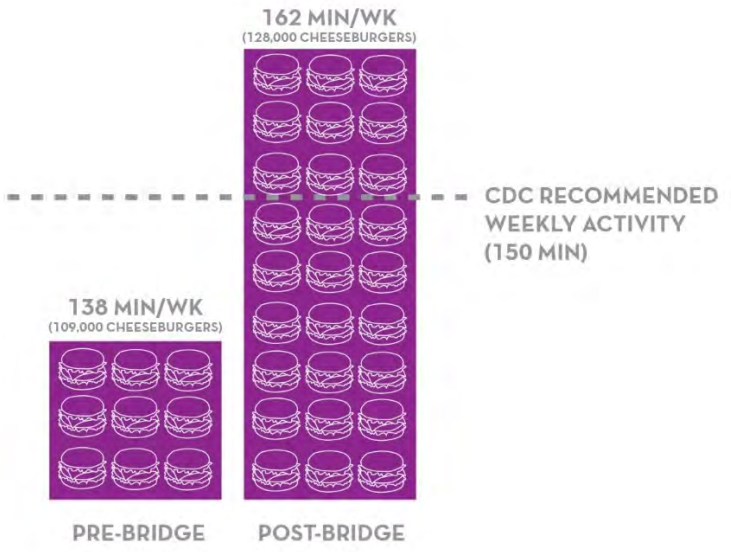


Figure 4-7: Results of a study showed equivalent caloric reduction in cheeseburgers after a trail was connected by a bridge (**ITRE, 2014**).

[6] Los Angeles County Department of Public Health, Office of Health Assessment and Epidemology. Obesity and Related Mortality in Los Angeles County: A Cities and Communities Health Report; September 2011.
[7] Behavioral Effects of Completing a Critical Link in the American Tobacco Trail. 2014. http://www.itre.ncsu.edu/ITRE/research/documents/American-Tobacco-Trail-FinalReport-ITR-2014.pdf

Strong evidence exists for the value of physical activity in reducing the incidence of type 2 diabetes (Sigal, et al., 2004[8]). Examination of the Center for Disease Control and Prevention's 2003 national Youth Risk Behavior Survey found that encouraging continued physical activity among students could help manage asthma (Jones, et al., 2006[9]). According to Wang, et al., trails are one of the most cost-effective approaches to promoting physical activity. The study found that for every $1 spent on trails, there was almost $3 in savings in direct medical costs (Active Living Research, 2011[10]).

The County of Los Angeles Department of Public Health's *Strategic Plan 2013-2017* lists diabetes as an important health indicator and includes the implementation of "evidence-based strategies to prevent motor vehicle, pedestrian and bicyclists injuries" as a strategic objective to influence the County's health indicators (p.12).

[8] Physical Activity/Exercise and Type 2 Diabetes. 2004. *http://care.diabetesjournals.org/content/27/10/2518.full*
[9] Relationship between asthma, overweight, and physical activity among U.S. high school students. 2006. http://www.ncbi.nlm.nih.gov/pubmed/17186641
[10] The Power of Trails for Promoting Physical Activity in Communities. 2011. http://activelivingresearch.org/files/ALR_Brief_PowerofTrails_0.pdf

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.

	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.	X
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	X
Option 4. Alternative criteria for identifying disadvantaged communities.	

See map next page.

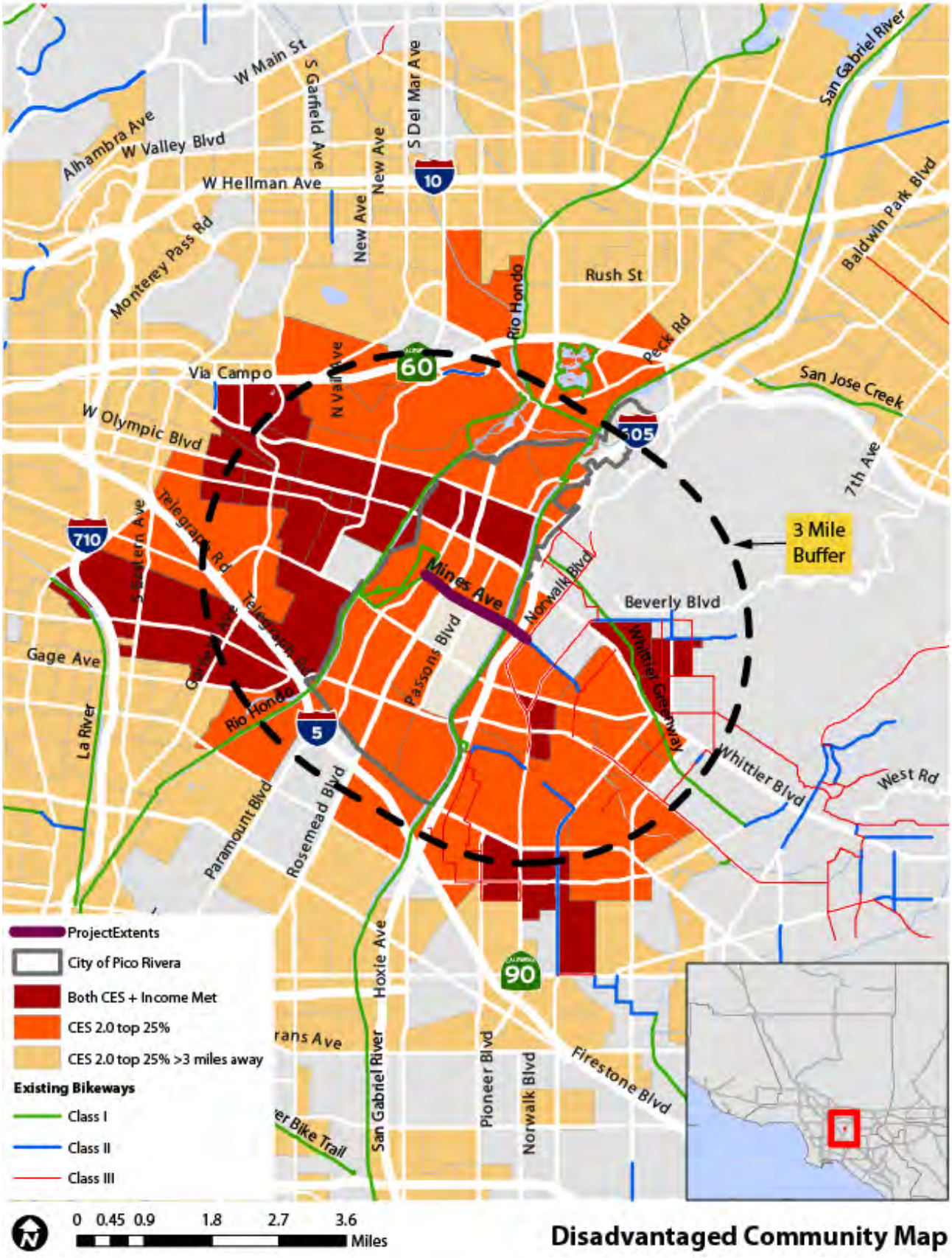


Figure 5-1: Disadvantaged Community Map

Table 5-1: Disadvantaged census tracks in project area

Census Tract(s)	Median Income*	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile*	Located Within	Directly Benefits
6037500402	$41,940	4,093	52.55	91-95%		X
6037500600	$47,935	6,064	50.12	91-95%		X
6037500700	$67,596	6,685	41.91	81-85%	X	X
6037500900	$53,159	5,631	42.25	81-85%	X	X
6037501001	$54,250	2,655	49.69	91-95%	X	X
6037501400	$44,985	4,082	39.78	76-80%		X
6037501504	$35,844	3,650	48.12	91-95%		X
6037501803	$34,898	4,707	46.04	86-90%		X
6037502200	$62,065	6,297	51.71	91-95%	X	X
6037502302	$35,972	2,431	55.82	96-100%		X
6037502802	$29,831	2,222	61.00	96-100%		X
6037530101	$32,290	5,749	53.20	91-95%		X
6037530102	$32,917	4,746	45.14	86-90%		X
6037530202	$44,805	4,153	42.26	81-85%		X
6037530203	$48,144	3,190	45.15	86-90%		X
6037530204	$48,155	3,839	46.50	86-90%		X
6037531800	$41,620	4,668	40.65	81-85%		X
6037531901	$42,056	7,055	52.52	91-95%		X
6037531902	$35,924	3,864	46.78	86-90%		X
6037532001	$36,891	3,400	61.21	96-100%		X
6037532002	$40,954	3,109	46.18	86-90%		X
6037532101	$40,041	6,511	48.75	91-95%		X
6037532200	$47,941	6,645	45.85	86-90%		X
6037532304	$45,202	4,682	64.73	96-100%		X

***Blue highlighted cells are below 80% of state median household income. Red highlighted cells are in the top 5% CES.**

Table 5-2: Students eligible for FRPM programs

El Rancho USD - School Name	Grade Levels	Enrollment K-12	Adjusted Percent (%) Eligible FRPM (K-12)
Alice M. Birney Elementary	K-5	499	82.0%
Durfee Elementary	K-5	475	86.7%
El Rancho High	9-12	2,843	76.2%
Lawrence T. Magee Elementary	K-5	470	90.6%
North Ranchito Elementary	K-5	492	90.4%
Osburn Burke Middle	6-8	538	84.6%
Rio Vista Elementary	K-5	428	85.7%
Rivera Elementary	K-5	733	83.8%
Ruben Salazar Continuation	9-12	199	79.4%
South Ranchito Elementary	K-5	599	90.8%
Valencia Elementary	K-5	432	83.8%
		Average	**85%**

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%

There are 68 Census tracts within three miles of the project, 50 of which rank among the top 25% CES score, and 20 have lower than 80% of the statewide median household income.

Of the project's 1.6 total miles, 1.2 miles straddle multiple census tracts. The tract (6037500700) that completely contains the westernmost 0.4 miles of the project is in the 81-85% CES percentile range. Of the remaining five tracts adjacent to the project, one falls into the same 81-85% percentile range, and two are in the 91-95% CES range. Within ¼ mile of the project area there are seven public schools, all with over 75% students eligible for FRPM.

All requested funds will be expended in the areas described above.

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.

The direct, meaningful, and assured benefits resulting from the Pico Rivera Regional Bikeway Project to members of the disadvantaged communities identified above (totaling over 92,000 residents) include:

- Increased access to employment centers, schools, universities, shopping centers, restaurants, and trails throughout Pico Rivera and in neighboring Whittier and Montebello.
- Enhanced safety by shifting bicycle and pedestrian traffic from high-traffic truck routes to dedicated facilities on a low traffic street.
- Access to two major regional multi-use paths, the Whittier Narrows Recreational Area, and the Emerald Necklace regional park system.

With no existing bicycle facilities within the city, Pico Rivera's residents rely upon automobile access for job security. While bicycling commuters represent a small fraction in the overall study area, there is a census block group within the project area with 5% of commuters cycling to work. This block group is adjacent to the library, center for the arts, senior center, and elementary school (see Figures 5-2). The project will connect to adjacent and regional activity centers (see Question 1 part B). These connections will provide a viable commuting alternative for residents adjacent to the project and these regional routes.

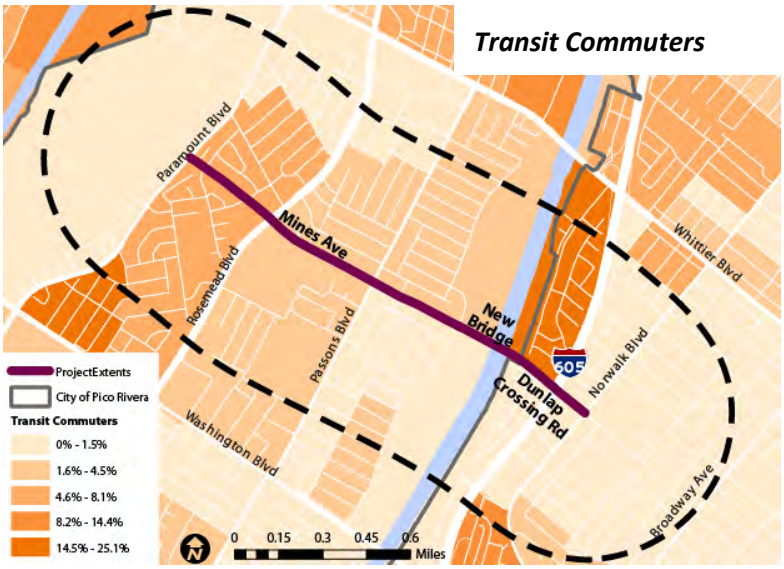


Figure 5-2: Commuting method by census block group. The project area includes high numbers of bicycle, pedestrian, and transit commuters at varying locations throughout its length.

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.)

Alternatives to this project involve putting bicycle facilities on an existing truck route. The closest streets with existing bridges across the San Gabriel River are Whittier and Washington Boulevards (see Figure 6-1). Both streets are high volume (32,771 and 37,390 ADT, respectively, in 2014), have no current bicycle facilities, and include I-605 freeway interchanges. Neither street connects to bicycle facilities outside of Pico Rivera. Pico Rivera's *2014 General Plan Circulation Element* calls for efficient and direct movement of goods between the city's industrial areas and freeways, and prioritizes truck routes that avoid residential areas. Beyond safety and comfort for bike lane users, the addition of bicycle facilities to existing truck routes may interfere with truck traffic.

Mines Avenue is not a truck route, is centrally located, crosses the city from east to west, has low ADT (7,046), and does not intersect freeway interchanges. Creation of a bicycle and pedestrian-only bridge to connect to an existing multi-use trail is expected to bring much higher numbers of users to the trail than a bridge shared with motor vehicles (see question 4, part B).

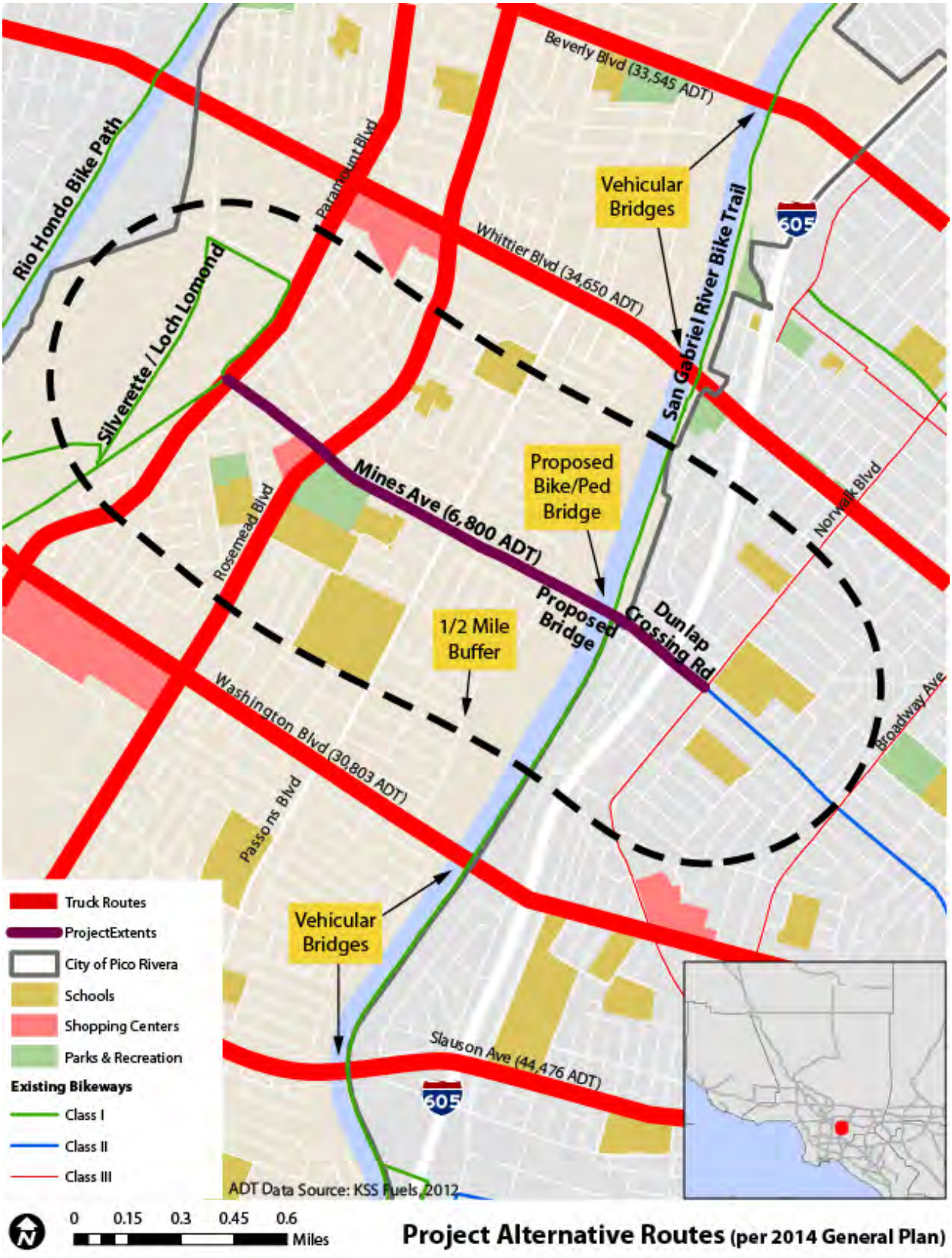


Figure 6-1: Project Alternatives

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.)

($\frac{Benefit}{Total\ Project\ Cost}$ and $\frac{Benefit}{Funds\ Requested}$).

The ATP Benefit/Cost Tool estimates that the Project has a benefit to cost (B/C) ratio of 5.48 and a benefit to funds requested ratio of 6.85. This means that for every dollar invested, the Project will generate $5.48 in monetized benefits. With a positive B/C ratio greater than one, the Project is considered a good investment.

The project will benefit both new and existing cyclists who will now be able to access local and regional transit through Class I and II bike lanes. Additional commuters and recreational cyclists will use these bike paths given the safety improvements and efficient access to transit.

Regarding the requested feedback on the ATP Benefit/Cost Tool, there may be other potential benefits that were not considered. For instance, the tool did not include the potential for travel time savings. If an ATP project improves bicycle access to a Metrolink station, then commuters traveling long distances may save time by biking and taking the commuter rail compared to driving the full distance. Additional feedback on potential model enhancements for the next ATP cycle 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 city of Pico Rivera is providing a local match of 20.1% ($986,495) towards the total project cost of $4,917,172. Of that match, 10.7% ($527,295) will be used toward ATP-eligible portions of the project, while 9.3% ($459,200) will be used for non-participating ATP items that are considered essential for the completion of the project.

Funding Source	Amount	%
Local match provided by City of Pico Rivera	$527,295	10.7%
Funding for ineligible items provide by City of Pico Rivera	$459,200	9.3%
Subtotal All Local Sources	*$986,495*	*20.1%*
Active Transportation Program (ATP) Cycle 2 Request	*$3,930,677*	79.9%
Total Sources	**$4,917,172**	**100%**

Project Delivery Item	Amount	%
PA&D and Preliminary Engineering (PE)	$770,748	15.7%
Right-of-Way	$100,000	2.0%
Construction	$4,046,424	82.3%
Incidentals	*$245,000*	*5.0%*
Ineligible	*$459,200*	*9.3%*
Total Project Cost	**$4,917,172**	**100%**

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.

See Attachment I-8 for documentation of correspondence with the CCC and certified community conservation corps.

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
  - Traffic-calming medians with landscaping
- ☐ 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.**

Pico Rivera has successfully completed or is progressing with the following projects that include Caltrans Local Assistance funding:

- HSIP Cycle 2 – Telegraph Rd Raised Medians $2,500,000
- HSIP Cycle 4 – Left Turn Phasing and Other Signal Improvements Project $899,100
- HSIP Cycle 5 – Paramount Boulevard Raised Medians Project $987,000
- HSIP Cycle 6 – Traffic Signal Improvements and sidewalk at Washington Blvd (under Design) $757,400
- Safe Routes to School (Non-Infrastructure) – $275,000
- Safe Routes to School (Infrastructure) – $998,600 (under construction)
- Safe Routes to School (SR2S) – $401,400 (under construction)
- STPL funds – Whittier Blvd Rehabilitation Project $998,500 (Design completed, will start construction)

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.

ATTACHMENT A - Signature Page

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: James Enriquez Phone: (562) 801-4225
Title: Director of Public Works / City Engineer e-mail: jenriquez@pico-rivera.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

ATTACHMENT B - Project Programming Request

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/20/2015

Project Information:

Project Title:	Pico Rivera Regional Bikeway Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Mines Avenue			

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)				463				463
PS&E				77	232			309
R/W				25	75			100
CON					2,023	2,023		4,046
TOTAL				565	2,330	2,023		4,918

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)				463				463
PS&E				77	232			309
R/W				25	75			100
CON					1,530	1,530		3,060
TOTAL				565	1,837	1,530		3,932

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: 5/20/2015

Project Information:

Project Title:	Pico Rivera Regional Bikeway Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
7	Los Angeles	Mines Avenue			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching — **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					493	493		986
TOTAL					493	493		986

Funding Agency: City of Pico Rivera

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATTACHMENT C - Engineer's Checklist

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:** _____
   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:** _____
   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:** _____
   (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:** _____
   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

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** JE
   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:** JE
   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:** _____
   ☒ 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:** JE
   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)*: Enriquez, James

Title: Director of Public Works / City Engineer

Engineer License Number: C55520

Signature: JE

Date: 5/28/15

Email: jenriquez@pico-rivera.org

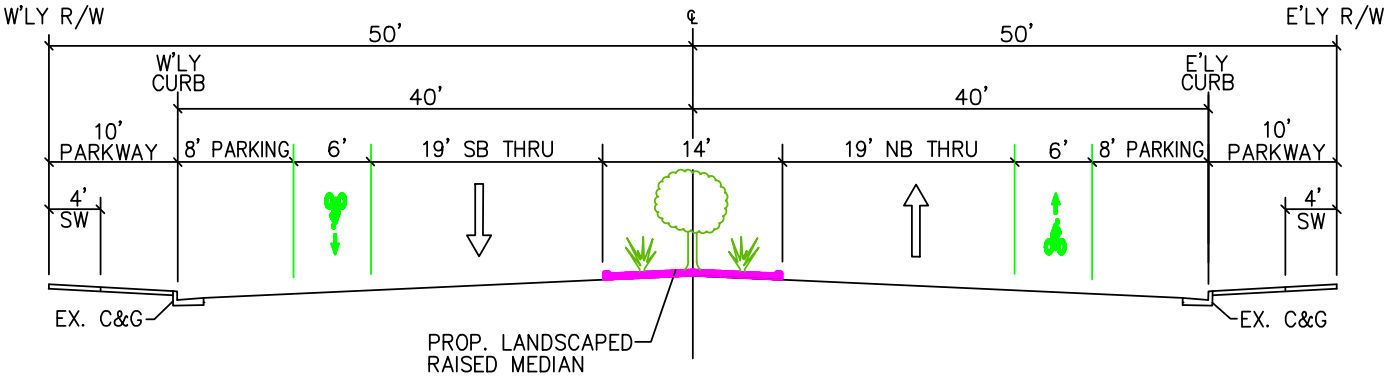
Phone: (562) 801-4225

Engineer's Stamp:

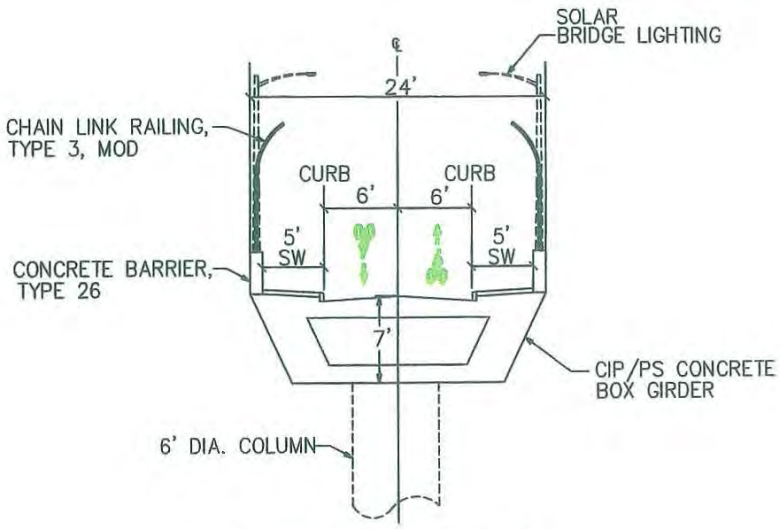
ATTACHMENT D - Project Location Map

ATTACHMENT D - Project Location Map

ATTACHMENT E - Project Plans

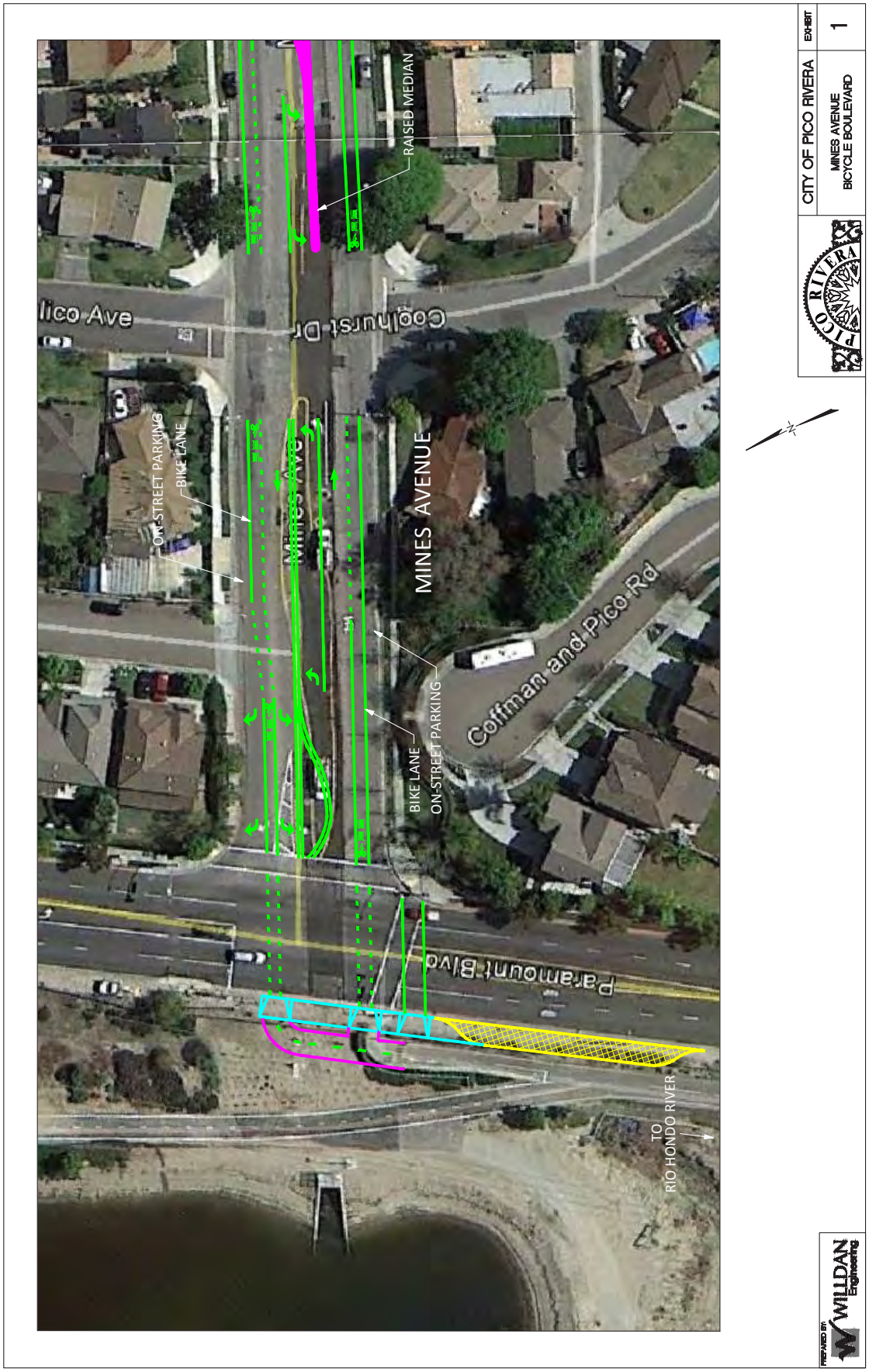


MINES AVENUE
PROPOSED TYPICAL CROSS SECTION
N.T.S.

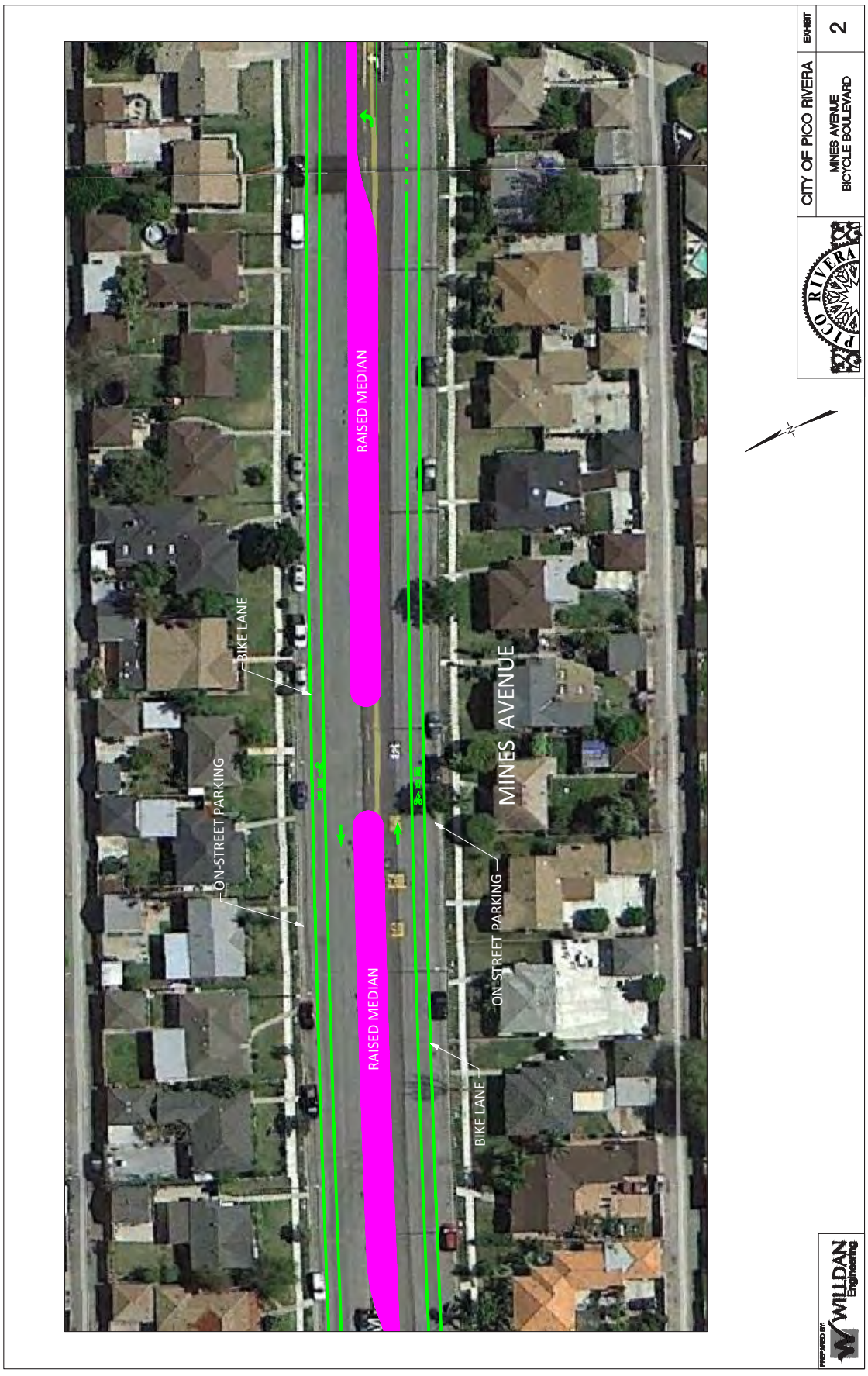


BIKE/PEDESTRIAN BRIDGE
PROPOSED TYPICAL CROSS SECTION
N.T.S.

ATTACHMENT E: TYPICAL SECTIONS



ATTACHMENT E: PROJECT PLANS



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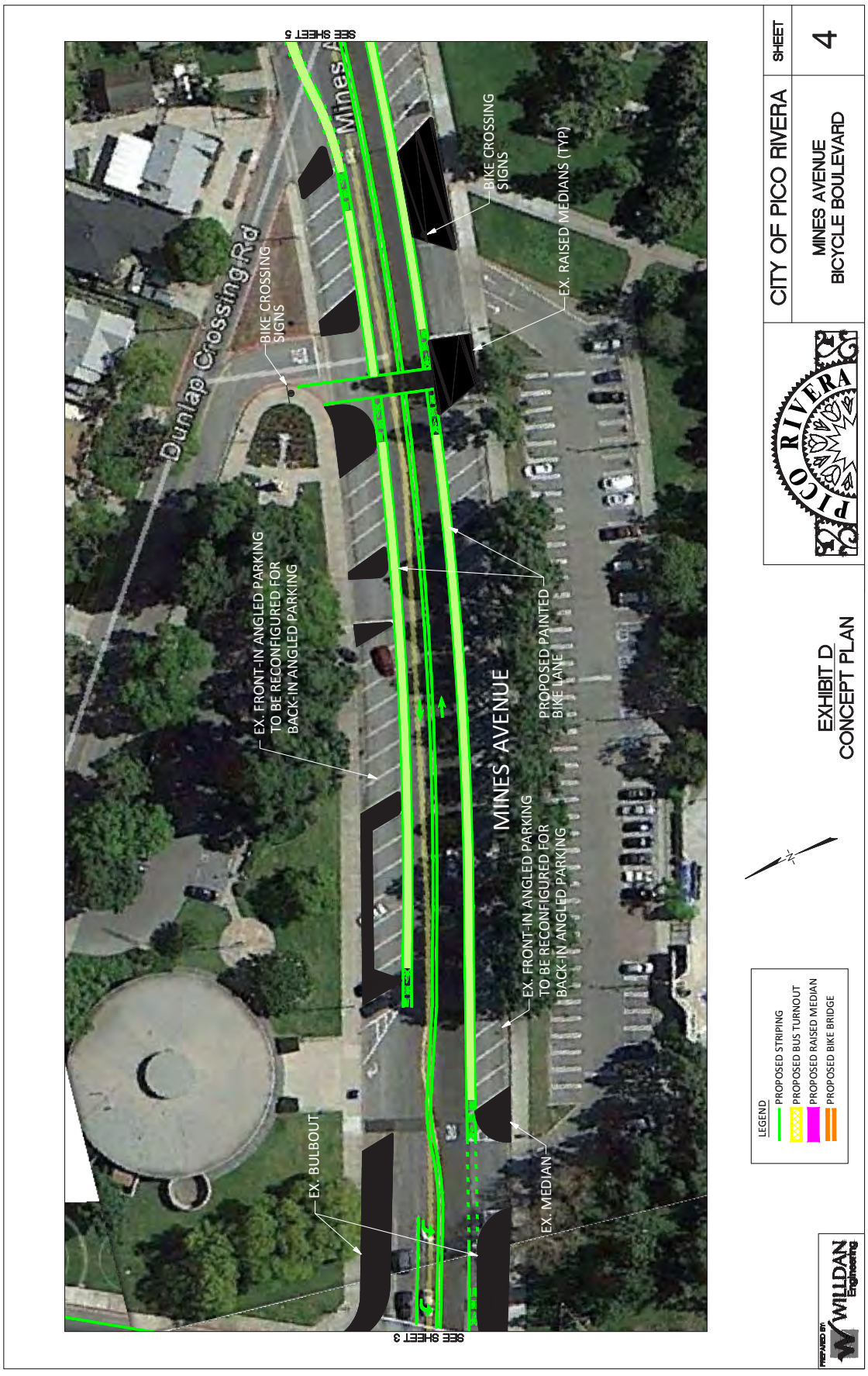
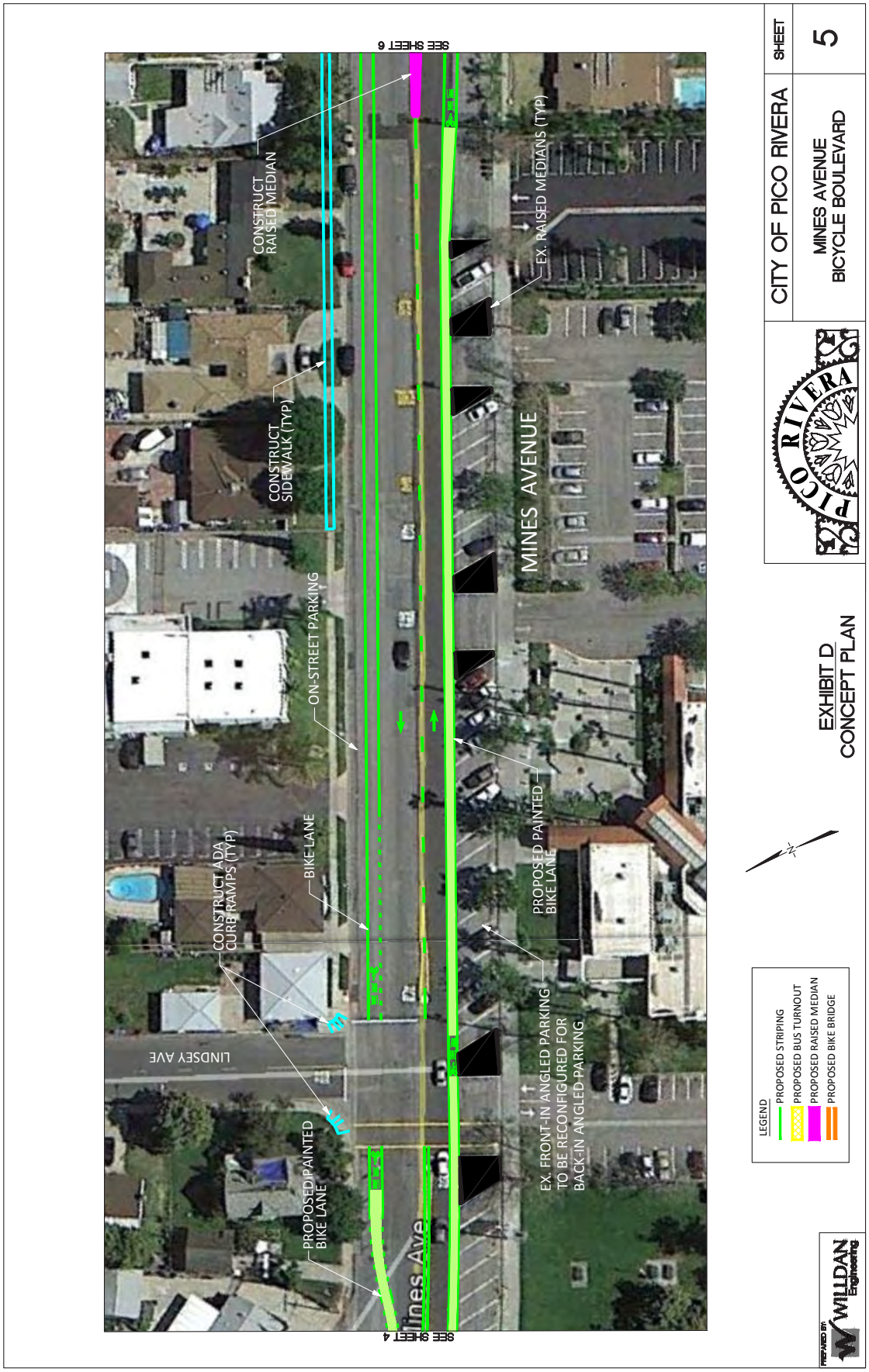


ATTACHMENT E: PROJECT PLANS



ATTACHMENT E: PROJECT PLANS

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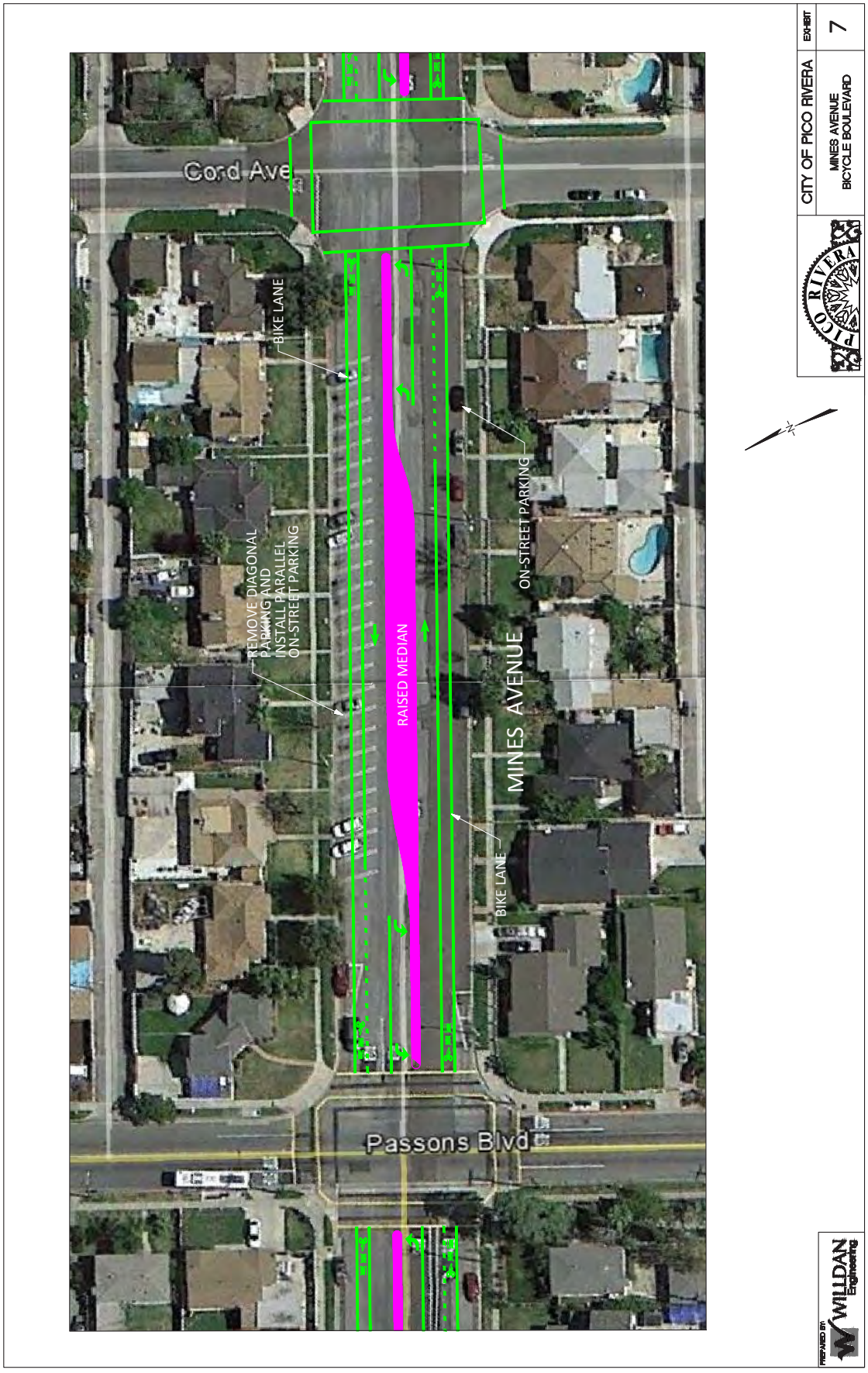

ATTACHMENT E: PROJECT PLANS

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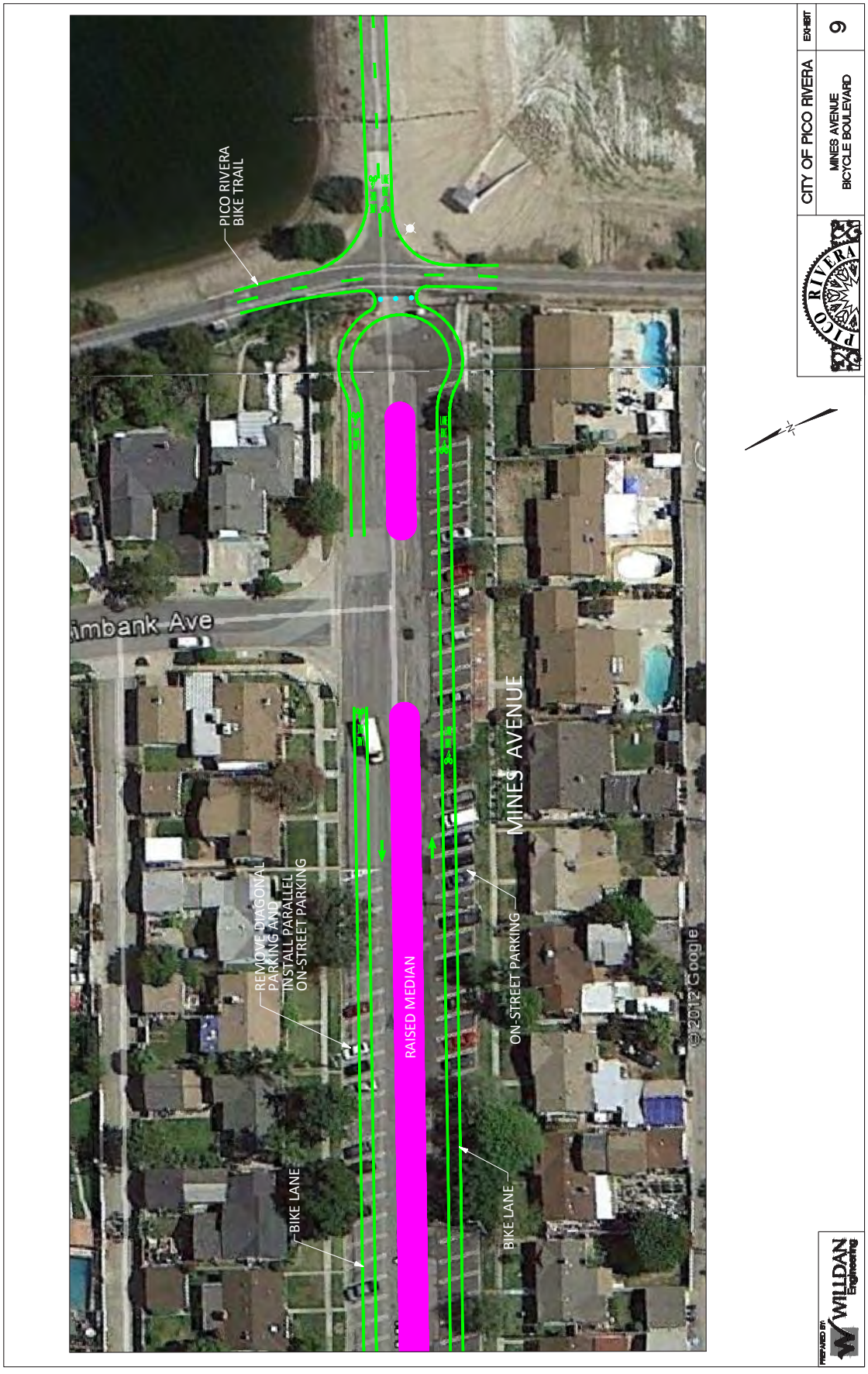

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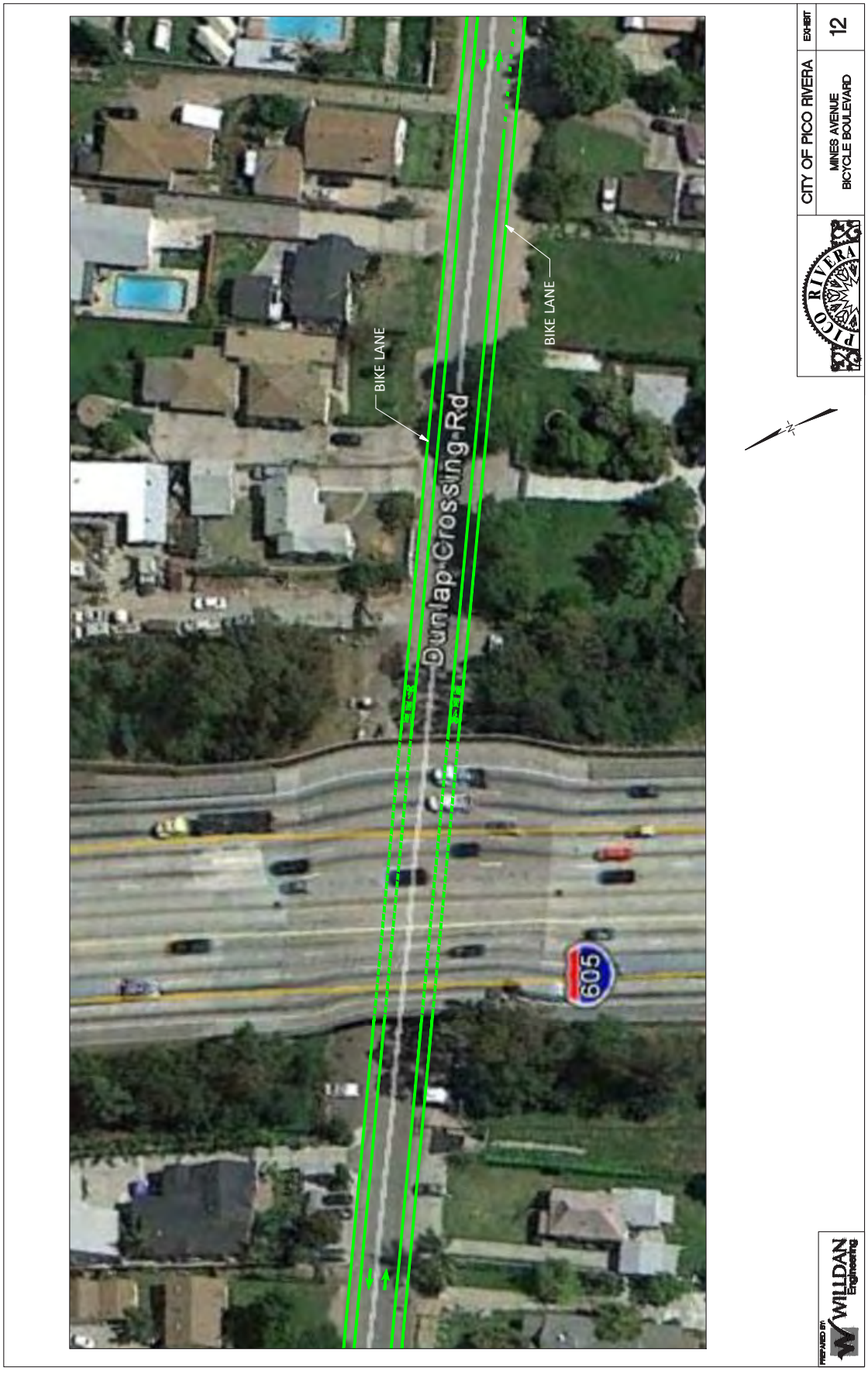
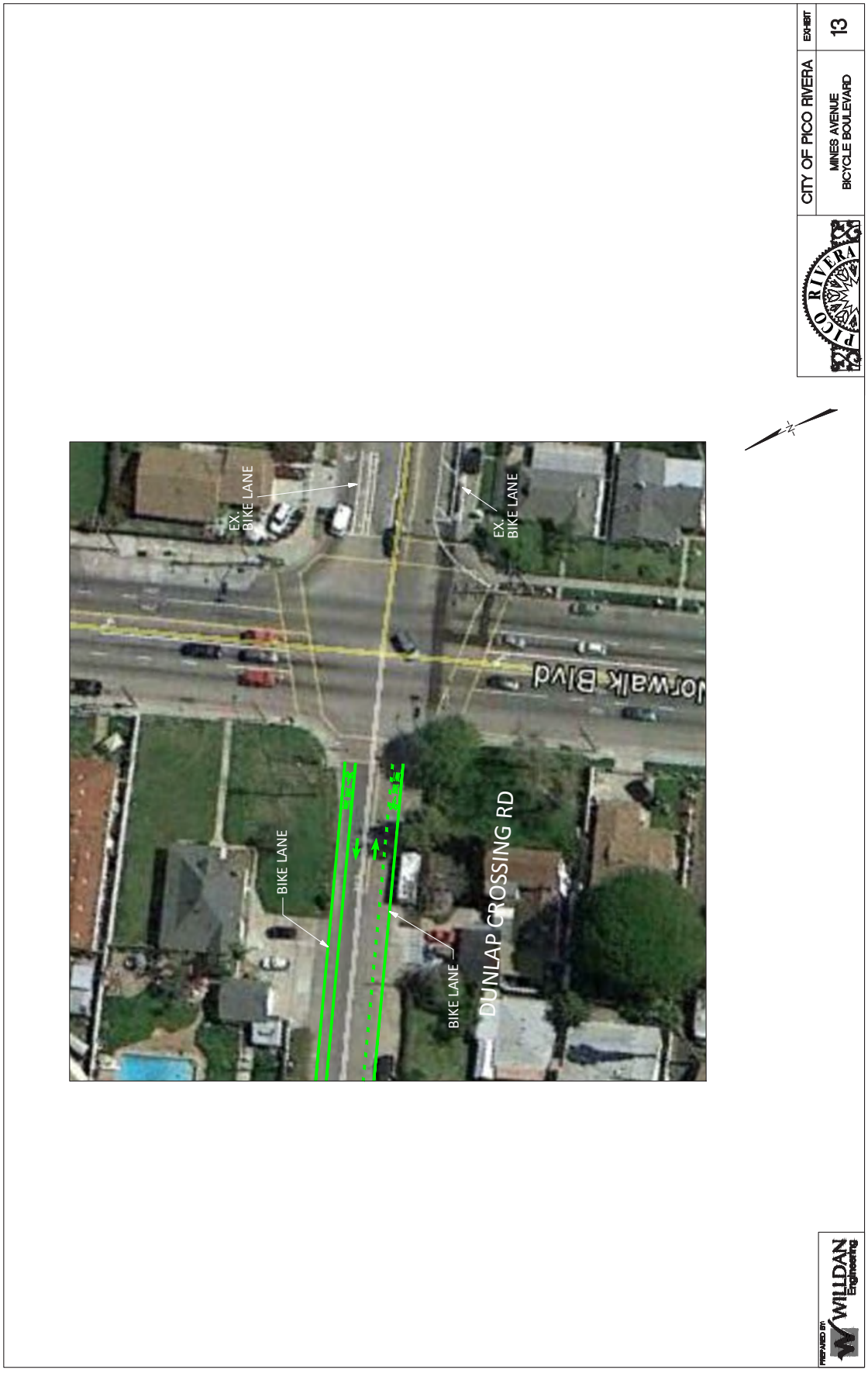


ATTACHMENT E: PROJECT PLANS



ATTACHMENT E: PROJECT PLANS

ATTACHMENT F - Photos of Existing Conditions

ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

F1 - Mines Avenue, west of Rosemead Boulevard. Existing wide lanes encourage high speeds, and lack of delineation between motorized and non-motorized roadway users can increase conflicts.

F2 - The eastern terminus of Mines Avenue, at the spreading grounds just west of the San Gabriel River.

F3 - Proposed bridge location, facing east from the western bank of the San Gabriel River.

ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

F4 - Dunlap Crossing Road, east of the San Gabriel River, looking east. To be reconstructed as Class I Bike Path.

F5 - Dunlap Crossing Road, looking west across the San Gabriel River at proposed bridge location.

F6 - Mines Avenue at Paramount Boulevard. Western project limits at entrance to Rio Hondo Bike Path.

ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

F7 - Mines Avenue west of Lindsey Avenue, where angled parking will be converted to back-in angled parking when bike lanes are installed.

F8 - New bike lanes and sidewalks will provide improved access to several public facilities, including a senior center, library, and Smith Park, pictured here.

F9 - The project will add sidewalks where currently missing.

ATTACHMENT G - Project Estimate

ATTACHMENT G: Engineer's 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 Pico Rivera				
Application ID:	07-Pico Rivera-2	**Prepared by:**	Gladis Deras	**Date:**	**4/14/2015**
Project Description:	Bike Lanes on Mines Avenue, Bike/Ped Bridge over San Gabriel River, Class I and II bike facilities on Dunlap Crossing Rd				
Project Location:	Pico Rivera, CA. Mines Avenue from east to west city limits and Dunlap Crossing Road from San Gabriel River east to Norwalk 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	Unclassified Excavation	3,260	CY	$ 40.00	$130,400	100%	$130,400						
2	Asphalt Concrete	2,550	TON	$ 90.00	$229,500	40%	$91,800			60%	$137,700		
3	Crushed Miscellaneous Base (CMB)	1,800	TON	$ 50.00	$90,000	100%	$90,000						
4	Construct median curb and gutter per SPPWC Std Plan 120-2, including moisture barrier.	21,600	LF	$ 50.00	$1,080,000	100%	$1,080,000						
5	Remove and construct 4-inch thick PCC sidewalk over compacted native.	2,100	SF	$ 10.00	$21,000	100%	$21,000						
6	Remove and construct curb ramp per SPPWC Std Plan No. 111-4.	20	EA	$ 3,500.00	$70,000	100%	$70,000						
7	Remove and construct cross gutter per SPPWC Std Plan 122-2.	2,500	SF	$ 25.00	$62,500	100%	$62,500						
8	Modify existing W.I. Fence	100	LF	$ 100.00	$10,000	100%	$10,000						
9	Install signing and striping complete per Plan.	1	LS	$ 50,000.00	$50,000	100%	$50,000						
10	Install signing and striping complete per Plan - Incidental	1	LS	$ 50,000.00	$50,000	100%	$50,000						
11	Traffic Signal Modification - Mines Ave at Paramount Blvd	1	LS	$ 30,000.00	$30,000	100%	$30,000						
12	Traffic Signal Modification - Mines Ave at Paramount Blvd-Incidental	1	LS	$ 45,000.00	$45,000	100%	$45,000						
13	Traffic Signal Modification - Mines Ave at Rosemead Blvd	1	LS	$ 25,000.00	$25,000	100%	$25,000						
14	Traffic Signal Modification - Mines Ave at Rosemead Blvd-Incidental	1	LS	$ 75,000.00	$75,000	100%	$75,000						
15	Traffic Control	2	EA	$ 15,000.00	$30,000	100%	$30,000						
16	Furnish and install class "A" topsoil, 16-inch thick- Incidental	2,000	CY	$ 45.00	$90,000			50%	$45,000	50%	$45,000	100%	$90,000
17	Furnish and install median landscaping	1	LS	$ 120,000.00	$120,000			100%	$120,000	100%	$120,000	100%	$120,000
18	Furnish and install median tree, 24-inch box size including root barrier-Incidental Cost	100	EA	$ 300.00	$30,000			100%	$30,000			100%	$30,000
19	Furnish and install median irrigation systen	1	LS	$ 121,500.00	$121,500			100%	$121,500	100%	$121,500		
20	90 calendar days landscape maintenance period	1	LS	$ 35,000.00	$35,000			100%	$35,000	100%	$35,000		
21	Structure Excavation (Bridge)	100	CY	$ 80.00	$8,000	100%	$8,000						
22	Structure Excavation (Retaining Wall)	400	CY	$ 20.00	$8,000	100%	$8,000						
23	Structure Backfill (Bridge)	90	CY	$ 60.00	$5,400	100%	$5,400						
24	Structure Backfill (Retaining Wall)	370	CY	$ 25.00	$9,250	100%	$9,250						
25	Structural Concrete, Bridge	340	CY	$ 800.00	$272,000	100%	$272,000						
26	Structural Concrete,Retaining Wall	120	CY	$ 450.00	$54,000	100%	$54,000						
27	Bar Reinforcing Steel, Bridge	120,000	LB	$ 1.20	$144,000	100%	$144,000						
28	Bar Reinforcing Steel, Retaining Wall	1,200	LS	$ 1.20	$1,440	100%	$1,440						
29	Prestressing Cast-In-Place Concrete	1	LS	$ 150,000.00	$150,000	100%	$150,000						
30	Chain Link Railing (Type 7)	720	LF	$ 50.00	$36,000	100%	$36,000						
	Subtotal of Construction Items:				**$3,082,990**		**$2,548,790**		**$351,500**		**$459,200**		**$240,000**
	Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**			**25.00%**	**$770,748**								
	Total (Construction Items & Contingencies) cost:				**$3,853,738**								

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 462,449		
Plans, Specifications and Estimates (PS&E):	$ 308,299		
Total PE:	**$ 770,748**	**20%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ 100,000		
Acquisitions and Utilities:			
Total RW:	**$ 100,000**		
Construction (CON)			
Construction Engineering (CE):	$ 192,687	**5%**	15% Max
Total Construction Items & Contingencies:	$3,853,738		
Total CON:	**$ 4,046,424**		
Total Project Cost Estimate:	**$ 4,917,172**		

ATTACHMENT H: NON-INFRASTRUCTURE WORK PLAN: N/A TO THIS APPLICATION

ATTACHMENT I - Narrative Backup

ATTACHMENT I - SCREENING QUESTION 2

REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

ADOPTED APRIL 2012

Goals and Benefits

Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita greenhouse gas emissions from automobiles and light trucks. As stated above, this leads to strategies that can help reduce per capita vehicle miles traveled over the next 25 years.

The strategies contained in the 2012–2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. Because it is the latest refinement of an evolving regional blueprint that SCAG began in 2000, the 2012–2035 RTP/SCS will help the region contend with many ongoing issues across a wide range of concerns, including placemaking, the cost of living, the environment, health, responsiveness to the marketplace, and mobility.

1. **Better Placemaking**
   As Southern California becomes more congested and crowded, creating better places to live and work has become increasingly important. A completely car-oriented lifestyle made sense in Southern California a couple of generations ago, when the region was less dense and there were few options other than driving. Indeed, Southern Californians still need their cars and highly value the freedom of using them, but because of traffic congestion and the hassle factor, more people today are seeking good "placemaking"—that is, the process of developing options for locations where they can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car. Communities that promote walkable environments and alternative transportation create more opportunities for an active lifestyle, improve safety and accessibility for marginalized communities, and help preserve natural areas and resources. The strategies outlined in the 2012–2035 RTP/SCS promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure.
2. **Lower Cost to Taxpayers and Families**
   While attractive in many ways, the traditional suburban lifestyle is expensive both to families and taxpayers. The cost of maintaining a large house and yard and multiple vehicles can consume most of a family's income. The cost of building the roads, water and sewer lines, and other infrastructure required for low density communities is very high, and taxpayers usually pay at least part of the bill, especially for ongoing maintenance. By including options that create more compact neighborhoods and placing everyday destinations closer to homes and closer to one another, the 2012–2035 RTP/SCS's strategies can reduce the cost of development for taxpayers and reduce the everyday costs of housing and transportation.
3. **Benefits to Public Health and the Environment**
   Public health and environmental protection have long been linked to the way our region is planned and the way public services are delivered. Many strategies in the 2012–2035 RTP/SCS will provide widespread benefits within the region for both public health and environmental protection. Municipal water and sewer systems, for example, ensure clean water. Better placemaking will allow people to walk and bicycle more regularly in their daily lives, and promotes the development of urban parks, thus providing more opportunities for recreation and exercise. Reducing the footprint of new development protects farmland that provides regional food, maintains wildlife habitat, decreases air pollution, and improves opportunities for green stormwater solutions that will improve water quality.
4. **Greater Responsiveness to Demographics and the Changing Housing Market**
   The traditional suburban development pattern that characterizes much of Southern

Image courtesy of City of Lancaster

ACTIVE TRANSPORTATION

REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

DRAFT DECEMBER 2011

plans are used to guide their transportation development and assist them with the implementation of their active transportation policies.

Performance Measures

In addition to the established goals and objectives the following performance measures have been identified in an effort to maximize the benefits of active transportation modes:

1. Change in Active Transportation mode share: Increase bicycling and walking in the SCAG 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.
2. Change in the amount of Active Transportation facilities: Increase accommodation and planning for bicyclists and pedestrians (including persons with disabilities) for all transportation planning projects.
3. Change in the number of accidents involving Active Transportation users: Decrease bicyclist and pedestrian fatalities and injuries by increasing transportation safety.
4. Change in land use patterns and Active Transportation: Support local jurisdictions comply with the Complete Streets Act and the development of local active transportation plans. SCAG will also work with local jurisdictions in developing a regional active transportation plan.

Proposed Policies

The goals, objectives and policies in this report were derived from information gathered over the course of the planning process, including public input, review of bicycle and pedestrian master plans from local jurisdictions throughout the region.

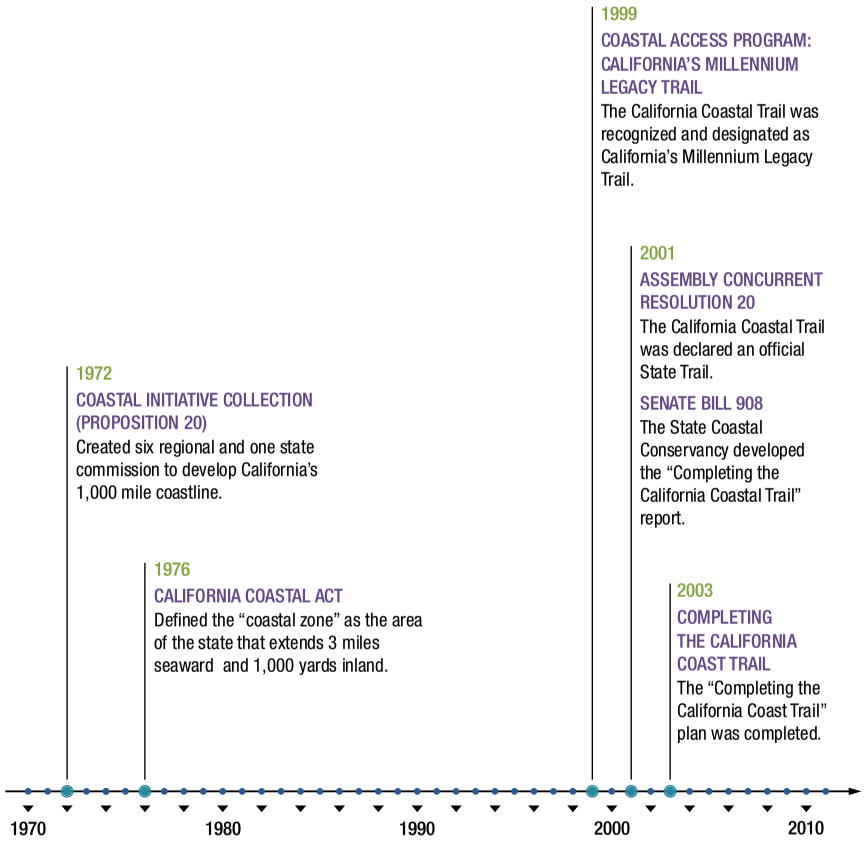
GOAL 1: DECREASE BICYCLIST AND PEDESTRIAN FATALITIES AND INJURIES

- Objective 1.1: SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
    - Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.
    - Policy 1.1.2: SCAG will work with local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multi-modal conflicts.
    - Policy 1.1.3: SCAG will partner with local advocacy groups and bicycle related businesses to provide bicycle-safety curricula to the general public.

The 2006 Strategic Highway Safety Plan (SHSP) established goals to make walking and street crossing safer; and improve bicycle safety. The SHSP intended on achieving these goals by 2010, reducing the number of pedestrian fatalities attributed to vehicle collisions and the number of bicycle roadway fatalities by 25 percent from their 2000 level. These goals were established by the Legislature in the 2002 California Blueprint for Bicycling and Walking, and assumed that the Legislature's mobility goal of a 50 percent increase in bicycling and pedestrian trips by 2010 would also be achieved.

Improved data collection regarding pedestrian and bicycle trip characteristics, facility conditions and injuries and fatalities would provide local jurisdictions with a clearer understanding of the active transportation conditions within their jurisdictions. Analysis generated from this data would also provide decision makers with a better understanding of the deficiencies and needs within the existing active transportation system.

FIGURE 14 California Coastal Trail Timeline



GOAL 2: DEVELOP AN ACTIVE TRANSPORTATION FRIENDLY ENVIRONMENT THROUGHOUT THE SCAG REGION

- Objective 2.1: Produce a comprehensive regional active transportation plan
  - Policy 2.1.1: SCAG will work with local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network
  - Policy 2.1.2: SCAG will work with local jurisdictions to connect all cities in the SCAG region via bicycle facilities
  - Policy 2.1.3: SCAG will work with local jurisdictions to complete the California Coastal Trail

The need for active transportation needs to be fully considered for all transportation planning projects. Increased accommodation for bicyclists and pedestrians requires increased funding, multi-modal planning, programming, and design. As planners increase accommodation for active transportation users, an increase in bicyclist and pedestrian safety should also occur.

Research by Dr. Jennifer Dill, Portland State University Associate Processor, and anecdotal evidence from New York City (NYC) indicate that increases in dedicated bicycle facilities (bicycle lanes and bicycle paths) in those cities have resulted in greater bicycle usage. In addition, in NYC, while bicycling use has doubled along with the number of bicycle facilities, bicycle fatalities have not grown, and injuries have actually declined in total. Collaborative efforts that are capable of integrating the needs of all commuters are essential to developing a safe and accessible transportation system for all users.

Adoption of the SCAG Regional Bikeway Network would increase bicycle facilities by 827.5 miles beyond existing local plans, and may further promote ridership in the SCAG region. In addition, SCAG may partner with local jurisdictions on grant opportunities such as the Caltrans Bicycle Transportation Account (BTA) or Safe Routes to School (SRTS) projects. SCAG may also provide local jurisdictions with assistance in the development of their local active transportation plans and by providing them with Pedestrian Safety Action Plan (PSAP) workshops. The SCAG Compass Blueprint program may further assist local jurisdictions with the development of innovative transportation and land-use planning projects.

Adoption of a Complete Streets Policy that would ensure that all streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

GOAL 3: INCREASE ACTIVE TRANSPORTATION USAGE IN THE SCAG REGION

- Objective 3.1: Adoption of a Safe Routes to School Policy
  - Policy 3.1.1: Enable and encourage children, including those with disabilities to walk and bicycle to school
  - Policy 3.1.2: Make bicycling and walking to school a safer and more appealing transportation method, thereby encouraging a healthy and active lifestyle from an early age
  - Policy 3.1.3: Facilitate the planning, development, and implementation of project and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grade K-8)
- Objective 3.2: Adoption of a Complete Streets Policy
  - Policy 3.2.1: Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements
  - Policy 3.2.2: Encourage local jurisdictions to develop and implement Complete Streets Policies.

Increasing bicycling and walking requires well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 4,315 miles of dedicated bicycle facilities in the region, with an additional 7,154 miles planned.

Reliable data for planning is also needed to increase active transportation and investments. Active transportation data needs include, but are not limited to, comprehensive user statistics, user demographics, bicycle travel patterns/corridors, accident mapping, bikeway system characteristics, and sub-regional improvement projects and funding needs.

GOAL 4: ENCOURAGE THE DEVELOPMENT OF LOCAL ACTIVE TRANSPORTATION PLANS

- Objective 4.1: SCAG will assist local jurisdictions with the development and maintenance of their local active transportation plans
  - Policy 4.1.1: SCAG will work with local jurisdictions in the development of bicycle/pedestrian plans for all cities in the region
- Objective 4.2: Develop Pedestrian Safety Action Plans
  - Policy 4.2.1: SCAG will work with local jurisdictions in the development of PSAPs by conducting workshops
- Objective 4.3: Encourage the use of Intelligent Traffic Strategies
  - Policy 4.3.1: Encourage the use of Intelligent Traffic Signals that are able to detect slower pedestrians in signalized crosswalks and extend the signal time appropriately

SCAG will work with all member counties and cities to develop bicycle and walking plans and policies. Active transportation plans have been created or updated within the previous four years are eligible for BTA funds.

Air Quality Improvements

In addition to increased mobility for all users throughout the SCAG region, implementation of the 2012-2035 RTP/SCS will further improve the environment and congestion of the region through the reduction of vehicle miles traveled (VMT).

Potential VMT Reduction

As described previously, active transportation has grown dramatically in recent years. This trend is expected to continue into the foreseeable future aided by several factors. First, dramatic increase in the bicycle network, as demonstrated earlier, will result in improved access to bicycle network for the Region's residents by more than 50 percent. Second, more compact mixed use urban forms in the future will be much more conducive to biking and walking. Third, better coordination with other modes, primarily transit, will become an incentive for some to switch to biking or walking. Most importantly, a significant change in the culture that values a healthy lifestyle, bikeability and walkability will become a greater impetus in promoting active transportation as a viable means of accessing opportunities. Given this context and survey data that supports dramatic increase in bicycling and walking mode shares in recent years, it is reasonable to assume this trend will continue into the future. For example, according to the NHTS data, bicycle mode share increased for all trips from 0.8 percent in 2000 to over 1.7 percent in 2009.

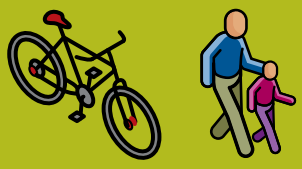
This is an increase of almost 9 percent on an annualized basis. The share of walk trips for all trip purposes increased by approximately 6 percent on an annualized basis during the same period.

So, if we assumed annualized increase of 9 percent in mode share of bicycle trips for all trips, the potential bicycle mode share could be as high as 4.4 percent in 2020 and as high as 16 percent in 2035. However, it is somewhat unrealistic to assume that 9 percent growth rate could be sustained over such a long period of time. On the other hand, given the significant investments proposed for active transportation and the current trends, it is reasonable to assume that at least 2/3 of all trips shorter than 3 miles or half of all trips that are 5 miles or less could be converted to Active transportation by 2035.

As indicated earlier, based on NHTS-CA Survey for all trips, bicycling and walking mode share for all trips are approximately 1.7 percent and 19.24 percent respectively for 2009. This represents a little over 50% of all trips less than 3 miles. Assuming 2/3 of all trips under 3 miles or half of all trips under 5 miles as the upper limit of Active Transportation mode share in 2035, relative increase (from the base year of 2008) in bicycling and walking mode shares can be estimated as 1.7 percent and 3.1 percent in 2020, and 3.9 percent and 6.3 percent in 2035. Relative reduction in VMT resulting from these mode shifts are estimated at approximately 7.8 million miles and 20.4 million miles for 2020 and 2035 respectively.


metro.net/longrangeplan
I want a mobile future.
2009 Long Range Transportation Plan
Metro

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-1-A1

Project Location (City)	Pico Rivera	
Current Year	2015	
Year of Completion	2019	Alternate AAGR
SCAG Annual Population Growth Projection	0.26%	0.26%
Compounded Growth Rate to One Year After Completion	101.29%	101.29%
Compounded Growth Rate to One Year After Completion	102.07%	102.07%

New Trips Associated with Future Transit Facility	
Additional Daily Bike Trips	0
Additional Daily Pedestrian Trips	0

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	708	
Forecast (1 Yr after completion)	717	1,168

	Commuters	Recreational Users
Existing Trips	193	237
New Daily Trips (1 YR after project completion)	128	149

Project Information- Non SR2S Infrastructure		
Bike Class Type		Class II
Average Annual Daily	Traffic (AADT)	7,046

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

	Without Project	With Project
Existing	855	
Forecast (1 YR after project completion)	866	936
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)	519,782	561,364
Existing miles walked	260	281

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

	Total
Number of student enrollment	2,208
Approximate no. of students living along school route proposed for improvement	397
Percentage of students who currently walk or bike to school	32.00%
Projected percentage of students who will walk or bike to school after the project	46.40%

PART A

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

	Pedestrians	Bicyclists
Existing Counts	855	708
One Year Projection	936	1,168
Five Year Projection	955	1,192

Breakdown of Pedestrian Trip Types--Available Only for Demand Model Outputs

	Without Project		With Project	
Forecast (1 YR after project completion)				
Residents	587	68%	567	61%
Employees	61	7%	59	6%
Transit commuters	12	1%	12	1%
Students 5th – 12th Grade	206	24%	298	32%
Total Trips	866		936	

Forecast (5 YR after project completion) -- use in Question 1A	Without Project	With Project	% Increase
Daily Bicycle Trips	723	1,192	65%
Daily Pedestrian Trips	873	955	9%

Comparison of Growth Projections	Pop	Year
2010 Census Population	38,103	2010
Projected Population One Year After Project Completion		
Application of SCAG Pop Growth Rate	39,089	2020
Application of 2000-2010 Census AAGR	38,683	2020
Based on Planned/Proposed Development	38,131	2020
2010 Census	319,067	
2000 Census	314,286	
Historical Average Annual Growth Rate (AAGR)	0.15%	

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	$4,917,172
SR2S Infrastructure Project Cost	

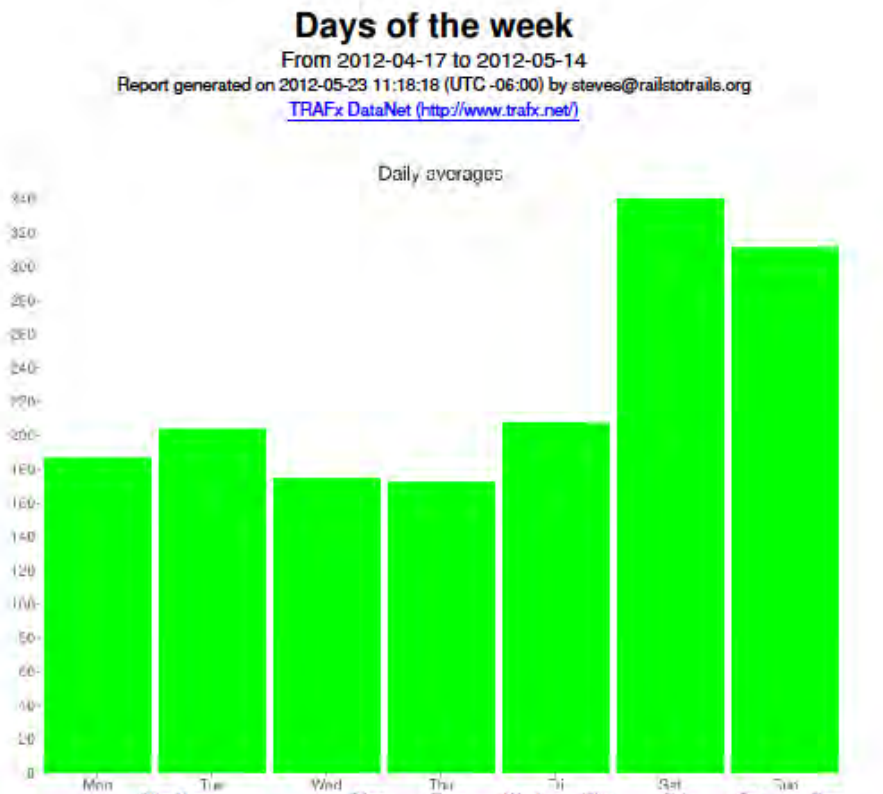
ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	$3,930,677
SR2S Infrastructure	

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	18	3.6
PDO		

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	Y
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	Y
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	Y

ATTACHMENT I-1-A2

Days of the Week Trail Use



Site Name	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Rio Hondo at Santa Anita	186.5	203.3	174.7	172.5	207.3	340.5	310.8
Daily Averages	187	203	175	173	207	341	311

A = adjustment applied, D = divide by 2 applied, F = filtering applied

Rio Hondo Bike Path Trail User Counts p.7

Results

The Rio Hondo Bike Path usage varies widely with an average of 240 trail users per day.

Based on year round data collected on other trails in California, we estimate the annual number of trail users on the Rio ondo Bike Path to be 74,400.

Trail use is heaviest on weekends, indicating that the primary trail use is likely recreation, though the spikes in usage at ıe 8-10AM and 6 PM hour could indicate some commute traffic as well.

Mornings and evenings are the most active times on the trail, though there is also a good amount of traffic through the ıidday, likely by recreational users.

Trail use on weekends appears to be trending upward, likely due to seasonality of improved weather conditions, increase ght, and increasing awareness of the trail from promotional efforts.

ATTACHMENT I-1-B - Activity Centers

View of the Passons underpass

adequately accommodating the needs of transit-dependent residents throughout the day;

- Support the community's local economy by providing for the movement of needed goods by truck and rail without impacting the community's residential neighborhoods;
- Enhance the ability of children to safely access schools, parks, and library facilities by walking or riding bicycles; and
- Provide adequate and accessible parking facilities.
- Build a walkable city, reduce traffic congestion, improve transit, and expand the bicycle network.

Vehicular Movement

Operations and Issues

Pico Rivera is surrounded by several state and interstate highways that form the backbone of the regional transportation network, including the Santa Ana Freeway (I-5) to the south, the San Gabriel River Freeway (I-605) to the east, and the Pomona Freeway (CA 60) less than 2 miles to the north. The highway system affords Pico Rivera with good connectivity to the remainder of the Los Angeles basin and beyond.

The city's roadway network consists of a hierarchy of streets that accommodate local trips and regional travel through Pico Rivera as well as to adjacent communities. This network is characterized by high traffic volumes during peak hours along many of the city's major roadways, with relatively lower volumes on the remainder of the city's streets.

View of congested intersection in Pico Rivera.

Level of Service (LOS) is used to describe operations and perceived traffic congestion on roadways. LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. LOS is used similarly to a grading scale and ranges from LOS A as least congested through LOS F as most congested. The General Plan identifies LOS D or better as the desired objective for intersections within the city. **Table 5-1** provides a description of each level of service letter grade as well as the range of delays associated with each grade. **Table 5-2** provides the range of scores associated with each LOS for pedestrian and bicycle travel modes.

Pico Rivera faces several challenges relating to the operations and design of its roadway network. These include:

- The LOS at many intersections is approaching design capacity, causing vehicles to wait multiple signal changes before entering the intersections.

ATTACHMENT I-1-C2 - Pico Rivera General Plan

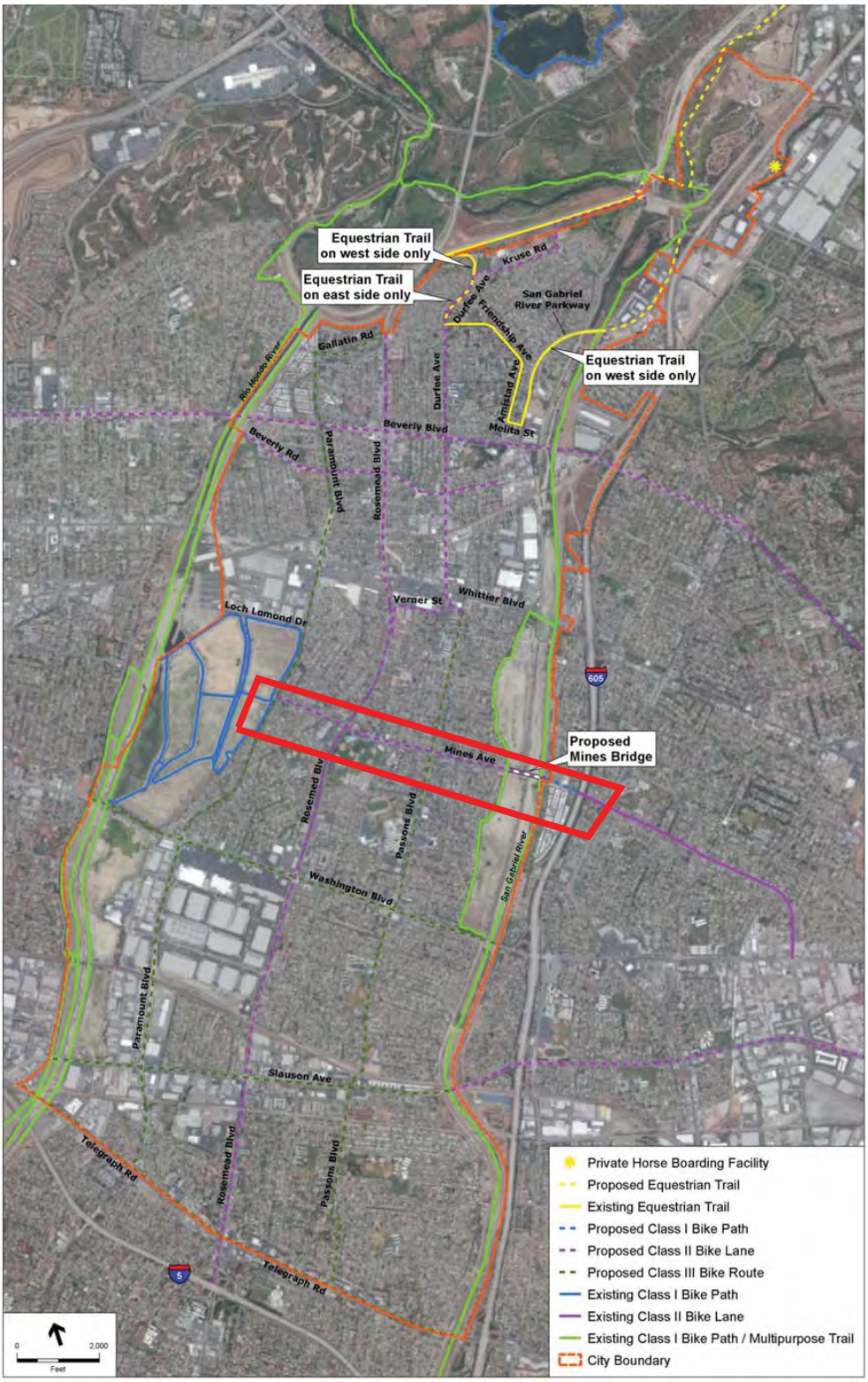


Figure 5-6: Existing and Proposed Trail Facilities

Transit

Policy 10.2-1 Transit Service Expansion. Work with appropriate providers to expand transit service throughout Pico Rivera especially along major transportation corridors, and to key locations such as employment centers, grocery stores, medical offices, schools, libraries, parks, and other civic facilities.

Policy 10.2-2 Transit Improvements. Work with appropriate providers to improve transit facilities and stations to make them safer and conveniently located.

Policy 10.2-3 Gold Line Light Rail Extension. Continue to work with the Metropolitan Transit Authority to locate the station for the Gold Line light rail extension within Pico Rivera to encourage transit ridership.

Policy 10.2-4 Bus Turnouts. Work with the Metropolitan Transit Authority, Montebello Bus Lines, and Downey Link to identify locations along existing and future transit routes for additional bus turnouts to increase transit usage.

Implementation Program for Policy 10.2-4:

- *Prioritize transit routes where additional bus turnouts are needed; and work with the transit agencies to pursue funding for construction of turnouts.*

Safe Transportation System

Goal 10.3

A transportation system where residents can safely walk or ride their bicycles to school and other destinations.

See also policies addressing safe routes to schools in the Circulation Element.

Policy 10.3-1 Safe Routes to School. Continue working with the school districts to implement safe routes to schools projects for all schools within the City.

Implementation Program for Policy 10.3-1:

- *Complete a Safe Routes to School Master Plan to integrate infrastructure improvements, education programs, activities and events to encourage participation in bicycling and walking to school, and enforcement of traffic regulations to address safety concerns.*

Policy 10.3-2 Traffic Calming. Implement traffic calming features to reduce traffic speeds, improve safety, and minimize pollution in residential neighborhoods.

Policy 10.3-3 Conflicts with Vehicles. Ensure safe bicycle lanes and pedestrian routes that reduce conflicts with users and motor vehicles through design improvements, and well-marked pedestrian crossings and bicycle routes.

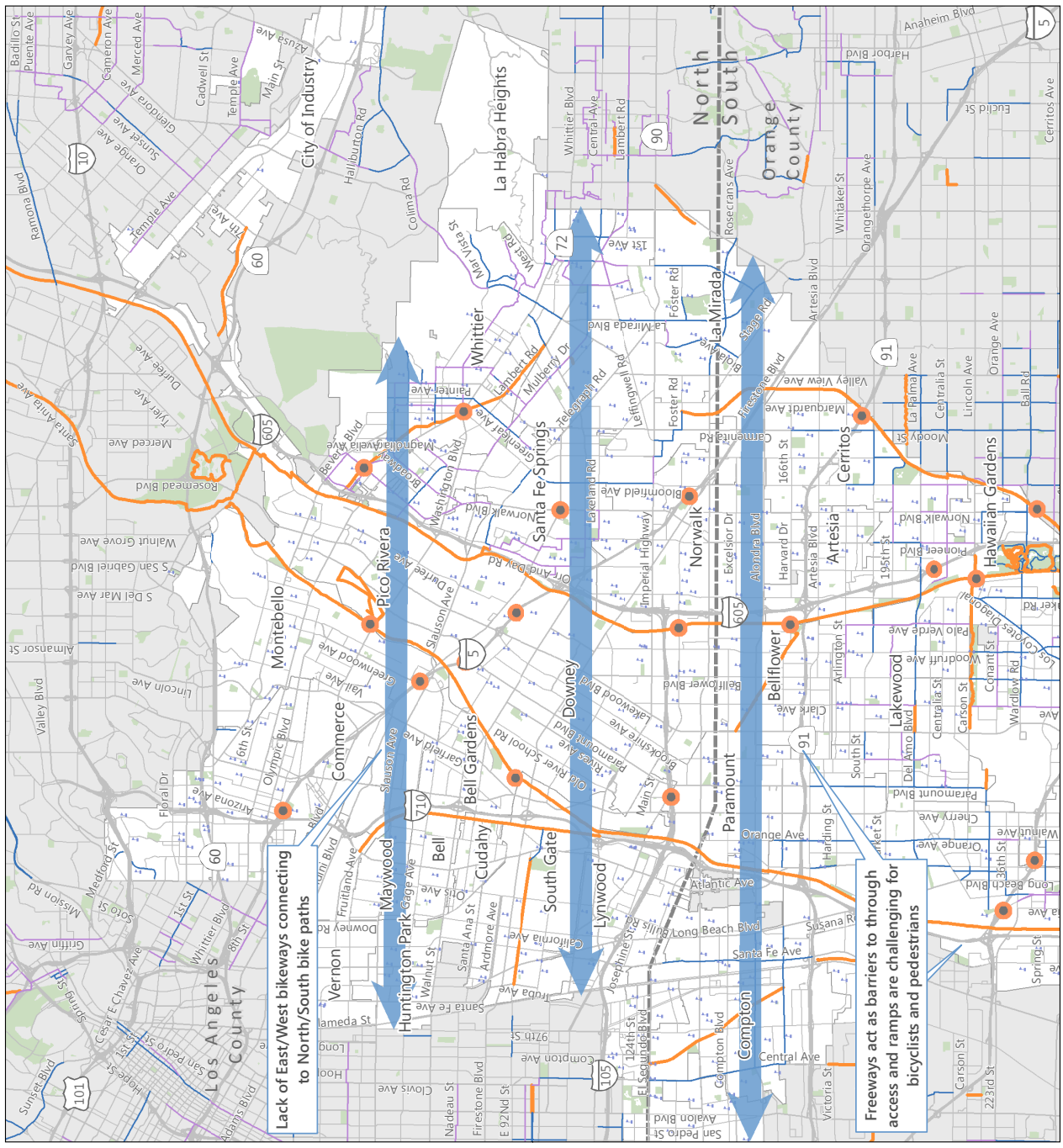
Policy 10.3-4 Truck Routes. Modify designated truck routes to limit or avoid truck traffic through or adjacent to residential neighborhoods and schools, to the extent feasible, to minimize health and safety concerns.

Policy 10.3-5 Rail Crossings. Continue to work with railroad companies and appropriate agencies to create railroad grade separations to increase safety, while taking steps to make the existing at-grade rail crossings safer for pedestrians and vehicles.

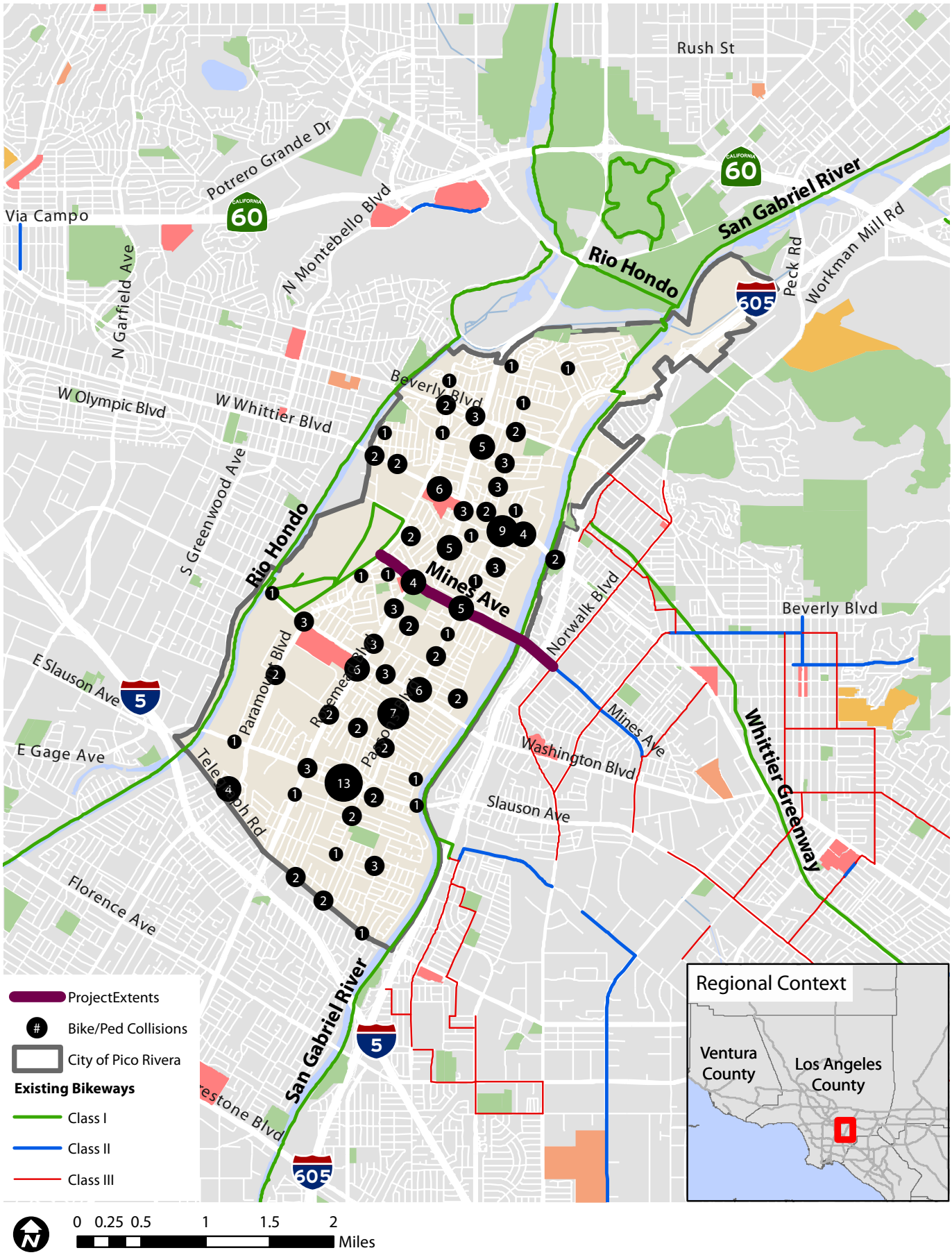
Policy 10.3-6 Education. Encourage bicycle, pedestrian, and vehicle safety through education programs.

ATTACHMENT I-1-C3 - Gateway Cities COG Strategic Transportation Plan

Figure 4-1 Existing Constraints (North)



ATTACHMENT I-2-A - Citywide Collisions



ATTACHMENT I-2-A - Collision Diagram: Mines at Rosemead

Collision Diagram

Primary Street:
Rosemead Blvd

Secondary Street:
Mines Ave

Time Period:
January 2008 - December 2012

Agency Name:

Mapping Summary	
Fatal Collision	0
Injury Collision	3
Mapped	3
Not Drawn	1
Total	4

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	

Date Created: 03/24/2015
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ATTACHMENT I-2-A - Collision Diagram: Mines at Passons

COLLISION DIAGRAM

Primary Street:
Mines Ave

Secondary Street:
Passons Blvd

Time Period:
January 2008 - December 2012

Agency Name:

Mapping Summary	
Fatal Collision	0
Injury Collision	5
Mapped	5
Not Drawn	0
Total	5

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	

Date Created: 03/24/2015
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ATTACHMENT I-2-A - Collision Diagram: Mines at Dunlap Crossing

Collision Diagram

Primary Street:
Mines Blvd

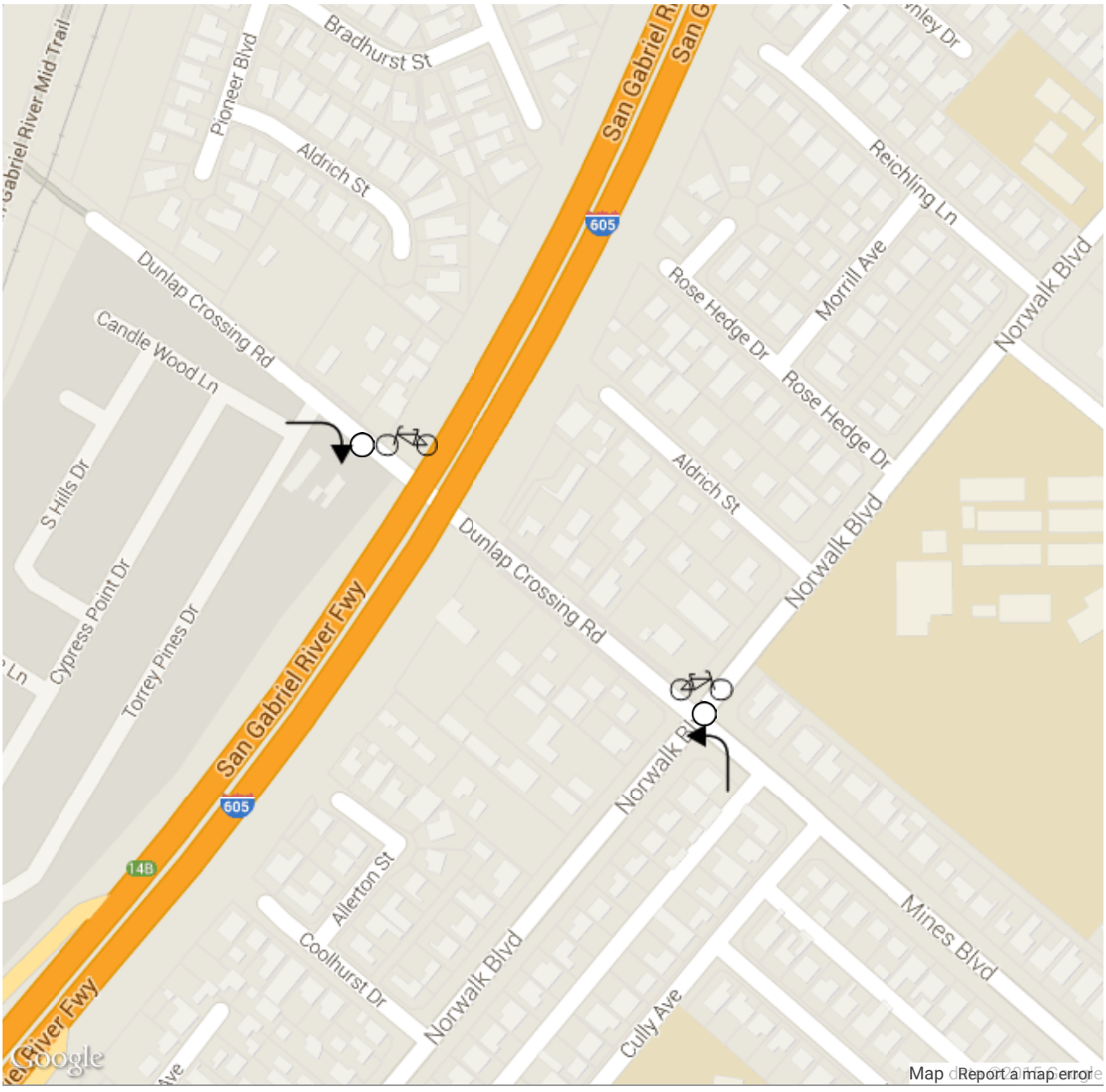
Secondary Street:
Dunlap Crossing Rd

Time Period:
January 2008 - December 2012

Agency Name:

Mapping Summary	
Fatal Collision	0
Injury Collision	2
Mapped	2
Not Drawn	0
Total	2

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	



Date Created: 03/24/2015
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ATTACHMENT I-2-B - Countermeasure Analysis 1 of 2

Name: Install centerline rumble strips/stripes	Caltrans CM Number: **R34**
Where to use: Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes. ** For Caltrans' statewide Calls-for-Projects: This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.*	
Why it works: Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.	
General Qualities (Time, Cost, Effectiveness): These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. These CMs can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.	

	General Use	**Values for Caltrans Statewide Programs (Calls-for-Projects)**
Crash Types Addressed:	Head-on, Side-swipe, All	ALL
Crash Reduction Factor:	*15 - 68%*	20% (with an expected life of 10 years)

Name: Install edgeline rumble strips/stripes	Caltrans CM Number: **R35**
Where to use: Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Special requirements may apply and care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes. ** For Caltrans' statewide Calls-for-Projects: This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.*	
Why it works: Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.	
General Qualities (Time, Cost, Effectiveness): These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. These CMs can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.	

	General Use	**Values for Caltrans Statewide Programs (Calls-for-Projects)**
Crash Types Addressed:	Run-off Road	ALL
Crash Reduction Factor:	*10 - 41%*	15% (with an expected life of 10 years)

Name: Install bike lanes	Caltrans CM Number: **R36**
Where to use: Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Striped bike lanes can be incorporated into a roadway when is desirable to delineate which available road space is for exclusive or preferential use by bicyclists. ** For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped & Bike" crashes occurring within the limits of the bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.*	
Why it works: Most studies present evidence that bicycle lanes provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide marked areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorist. Evidence also shows that riding with the flow of vehicular traffic reduces bicyclists' chances of collision with a motor vehicle. Locations with bicycle lanes have lower rates of wrong-way riding. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.	
General Qualities (Time, Cost, Effectiveness): Adding striped bicycle lanes can range from the simply restriping the roadway and minor signing to projects that require roadway widening, right-of-way, and environmental impacts. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. For simple installation scenarios, these CMs can be very effective and can be considered on a systematic approach.	

	General Use	**Values for Caltrans Statewide Programs (Calls-for-Projects)**
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*0 - 53 %*	35% (with an expected life of 20 years)

ATTACHMENT I-2-B - Countermeasure Analysis 2 of 2

Name: Install sidewalk/pathway (to avoid walking along roadway) | Caltrans CM Number: **R37**

Where to use: Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.
** For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped & Bike" crashes occurring within the limits of the new walkway. This CM is not intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.*

Why it works: Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.

General Qualities (Time, Cost, Effectiveness): In general, the cost of new sidewalks for long segments are higher cost projects. Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*65 - 89 %*	80% (with an expected life of20 years)

Name: Install pedestrian crossing (with enhanced safety features) | Caltrans CM Number: **R38**

Where to use: Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, rectangular rapid flashing beacons, overhead flashing beacons, curb extensions and other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.
** For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped & Bike" crashes occurring in the influence area of crossing which includes new enhanced safety features. Note: This CM is not intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).*

Why it works: Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, raised medians, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.

General Qualities (Time, Cost, Effectiveness): Costs associated with this strategy will vary widely, depending the extend of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. These CMs can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*8 - 56%*	30% (with an expected life of 10 years)

Name: Install raised pedestrian crossing | Caltrans CM Number: **R39**

Where to use: On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues.
** For Caltrans' statewide Calls-for-Projects: This CM only applies to "Ped & Bike" crashes occurring in the area with the new raised crossing. Note: This CM is not intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio.*

Why it works: Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths.

General Qualities (Time, Cost, Effectiveness): Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. These CMs may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*30 - 46%*	35% (with an expected life of 10 years)

ATTACHMENT I-3-A Health Fair Flyer

El Rancho Unified School District sponsors the

5th Annual

SPRING into HEALTH Fair

When/Cuándo:
Saturday, April 25th
Sábado, el 25 de Abril
9am to 1pm

Where/Donde:
El Rancho Education Center
Student Services
9426 Marjorie St. Pico Rivera, CA

Join us for this FREE community event as we promote health awareness and education for the whole family in a fun, supportive environment. This will be a great opportunity to learn more about local resources and providers.

More than 30 community partners will be providing information on Nutrition, Healthcare, Mental Health Services, Women's Health, Parenting, Food Services, Dental Care, Children's Social Services, Sports, City Resources, and much more!

Venga a participar en este evento comunitario GRATUITO sobre la salud para toda la familia en un ambiente seguro y divertido. Esta será una gran oportunidad para obtener más información sobre los recursos locales.

Más de 30 socios de la comunidad tendrán información sobre Nutrición, Salud Física, Salud Mental, Salud de la Mujer, Educación de Niños, Servicios de Alimentación, Salud Dental, Servicios Sociales, Deportes, Recursos de la Ciudad, y mucho más.

SOME PAST EVENT PARTNERS – ALGUNOS ASOCIADOS DE LOS EVENTOS PASADOS

211 LA
Alta Med
Alma Family Services
American Cancer Society
American Red Cross
Beverly Hospital
Buddhist Tzu-Chi Foundation
California Health Care Foundation
California State Senator Ron Calderon
Care 1st Health Plan
Central Basin Municipal Water District
City of Pico Rivera
Department of Mental Health
East Los Angeles Women's Center
ERUSD Adult School
Find the Children
General Mills
Harvest of the Month
Hunger Action LA
LA Care
LACMTA
Los Angeles County Fire Department
Lyons Group
Mexican American Opportunity Foundation
National Assoc. of Hispanic Nurses
Penny Lane Centers
Pico Rivera Sheriffs Station
Plaza De La Raza
Rose Hills Memorial Park & Mortuary
SASSFA Job Agency
The Whole Child
US Foods
US Vets

FOR MORE INFORMATION CONTACT **LORRAINE JIMENEZ @ (562) 801-5128 OR EMAIL: ljimenez@erusd.org**

RAFFLE PRIZES

HEALTH INFORMATION

STUDENT PERFORMANCES

FREE HEALTH SCREENINGS

ATTACHMENT I-3-A Bicycle Festival Flyer

Free! *Gratis!*

PICO RIVERA BICYCLE FESTIVAL

FESTIVAL DE LA BICICLETA DE PICO RIVERA

JOIN US FOR:

- Bike skills courses
- Helmet fitting
- Bike safety checks
- Obstacle course
- On-street group rides
- Bike repairs
- Bike crafts

ACOMPAÑENOS A:

- Cursos de habilidades
- Ajuste de los cascos
- Chequeos de seguridad
- Pista de ostáculos
- Paseos en grupo en bicicleta
- Reparación de bicicletas
- Manualidades

SATURDAY
SÁBADO

APRIL
ABRIL

25

9 am - 1 pm

9426 Marjorie St.

Student Services parking lot

Estacionamiento de Servicios Estudiantiles

BRING YOUR BIKE AND HELMET!

Limited number of loaner bikes and helmets available

¡TRAIGA SU BICICLETA Y SU CASCO!

Número limitado de bicicletas y cascos disponibles.

PICO RIVERA
SAFE ROUTES to SCHOOL

Helmets required to participate

Cascos son requeridos para participar

QUESTIONS? ¿PREGUNTAS?

Phone/Teléfono: 213-489-7443 x109

Email: PicoRiveraSRTS@gmail.com

PUBLIC WORKS DEPARTMENT
ATP GRANT OUTREACH
04/25/2015

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	David Zamora	562-639-2324
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	Carlos Centeno	(323) 541-7073
	Sofia Guevara	3237578425 5
	Amanda Chavez	(626) 915-5759
	Jackie felix	818 926 0136
	Stephanie Joseph	(562) 857-4705
	Heidi Lopez	(323) 574-1725
	Delia ALVIDREZ	(562) 777-5596
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	Mario Villegas	562 639 9520
	Marisol Ulin	323 519 5441
	LOURDES MARISCAL	(562) 463-0951
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PUBLIC WORKS DEPARTMENT
ATP GRANT OUTREACH
04/25/2015

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	Martha Murillo	562 450 7208
	Ray Hernandez	562 659 5060
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4/25	FRANCISCO ANGUIANO	(562) 201-1452
	Esteban Anguiano	(562) 606-6058
	Elias De Dios	(213) 587-3274
	MARIA RAMIREZ	(562) 505-8225
	GUADALUPE GONZALEZ	(562) 505-3729
	Sylvia Quintanilla	562 942 1937

ATTACHMENT I-4-A - Los Angeles County Public Health

Table 1 – Continued

City/Community	Adult Obesity Prevalence 2007†			Child Obesity Prevalence 2008¶		Diabetes Mortality 2004-2008		Stroke Mortality 2004-2008		CHD Mortality 2004-2008	
	Percent	95% CI	Rank & Quartile	Percent	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile	Death Rate per 100,000	Rank & Quartile
Palmdale	26.1	22.1-30.7	79	23.1	61	34	77	50	101	186	105
Palos Verdes Estates	11.8	9.3-15.2	6	7.3	7	–	–	31	14	115	16
Paramount	35.5	30.5-41.0	121	27.3	81	29	54	47	94	162	76
Pasadena	19.4	16.9-22.4	45	20.7	48	14	5	33	18	143	48
Pico Rivera	30.9	27.0-35.4	112	25.9	73	39	84	46	91	149	58
Pomona	27.3	24.4-30.7	88	28.6	93	42	91	42	75	184	102
Quartz Hill	23.1	19.3-27.7	60	15.1	28	28	50	62	111	203	117
Rancho Palos Verdes	12.7	10.4-15.6	16	14.1	24	12	1	30	10	134	36
Redondo Beach	16.7	14.5-19.5	33	15.1	28	18	14	47	94	147	55
Rolling Hills Estates	11.9	9.5-15.2	7	8.4	9	–	–	–	–	114	13
Rosemead	20.1	17.9-22.8	48	20.1	44	20	20	39	53	128	26
Rowland Heights	16.3	14.5-18.5	31	18.9	40	18	14	37	36	99	7
San Dimas	19.8	17.4-22.6	46	17.6	36	29	54	38	45	205	119
San Fernando	28.5	24.5-33.0	93	27.4	83	52	100	41	69	164	79
San Gabriel	17.1	15.0-19.6	37	16.0	32	19	16	50	101	130	29
San Marino	8.4	6.6-10.9	1	7.8*	8	–	–	21	1	98	5
Santa Clarita	18.4	16.4-20.8	41	14.9	27	17	12	52	103	158	72
Santa Fe Springs	29.4	25.4-34.0	99	24.1	66	31	66	35	26	173	92
Santa Monica	11.9	9.9-14.4	7	12.7	20	12	1	43	83	146	53
Sierra Madre	15.0	12.8-17.7	25	12.7*	20	–	–	32	16	113	12
Signal Hill	23.4	19.4-28.4	63	27.9*	90	–	–	–	–	203	117
South El Monte	29.8	25.8-34.1	106	34.5	118	59	101	49	100	126	25
South Gate	30.1	26.1-34.5	107	30.7	109	32	70	29	5	131	32
South Pasadena	11.9	9.9-14.5	7	10.2	13	–	–	27	3	120	20
South San Gabriel	21.5	19.2-24.3	56	–	–	19	16	30	10	114	13
South San Jose Hills	31.0	27.1-35.2	114	24.7	68	26	45	29	5	93	3
South Whittier	28.0	24.5-32.0	91	29.0	97	29	54	42	75	163	78
Temple City	16.9	15.0-19.3	36	14.8	26	24	35	35	26	156	65
Torrance	17.8	15.5-20.5	40	12.5	18	15	7	39	53	145	51
Valinda	29.0	25.4-33.1	96	28.7*	94	25	42	55	105	124	24
View Park-Windsor Hills	33.0	27.3-39.6	117	26.4*	76	33	75	44	86	172	90
Vincent	27.9	24.3-31.9	89	32.2*	115	27	48	42	75	130	29
Walnut	13.9	11.9-16.3	19	12.4	17	20	20	37	36	122	21
Walnut Park	29.3	25.3-33.9	97	38.7*	119	38	82	–	–	102	8
West Athens	33.2	28.4-38.6	118	30.6	108	–	–	82	114	228	127
West Carson	22.4	19.6-25.9	57	31.4*	114	26	45	38	45	172	90
West Covina	22.4	19.8-25.5	57	21.4	55	25	42	42	75	132	33
West Hollywood	14.5	12.1-17.6	22	–	–	15	7	25	2	141	46
West Puente Valley	30.5	26.3-34.9	111	27.2	79	31	66	29	5	136	37
West Whittier-Los Nietos	29.4	25.7-33.7	99	31.1	111	36	79	38	45	136	37
Westlake Village	12.5	10.5-14.9	14	12.1*	16	–	–	–	–	92	2
Westmont	35.4	30.4-41.2	120	22.6	58	47	96	69	113	213	122
Whittier	23.6	20.7-26.9	65	23.4	64	29	54	40	58	168	84
Willowbrook	39.5	34.3-45.0	126	29.2	101	40	87	65	112	196	113

1st quartile (0-24th percentile) 2nd quartile (25th-49th percentile) 3rd quartile (50th-74th percentile) 4th quartile (75th-100th percentile)

DISCUSSION

Disparities are observed in the prevalence of child and adult obesity across cities and communities in LA County, and these disparities are strongly linked with neighborhood economic hardship. These findings are consistent with our 2007 report which also showed significant variation in the prevalence of childhood obesity across the County.[11] However, the current study expands our understanding of the obesity epidemic in several important ways:

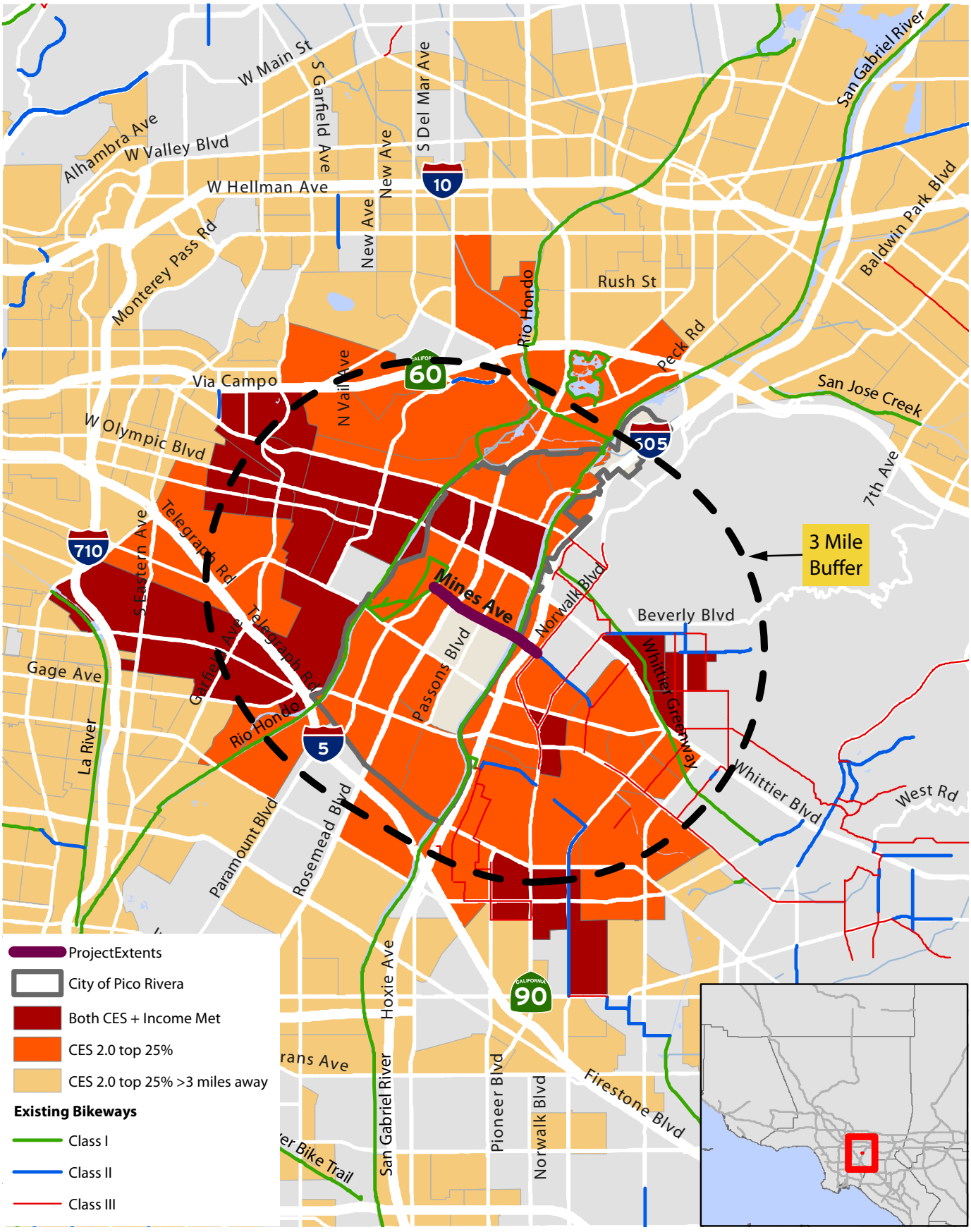
1) The geographic variation in the prevalence of obesity seen among children in LA County is also found for adults, suggesting a common or interconnected set of factors influencing the obesity epidemic in both groups. The strong associations of adult and child obesity with neighborhood economic hardship suggest that economic disadvantage is an important driver of the epidemic across the age spectrum.
2) The obesity epidemic has real health consequences. Adult obesity correlates with mortality from diabetes, stroke, and CHD. The correlation is particularly striking for diabetes mortality, reflecting the strong connection between adult obesity and type 2 diabetes.[13]
3) Neighborhood economic hardship is strongly associated with diabetes mortality and to a lesser degree with mortality rates from stroke and CHD.

Neighborhood socioeconomic conditions shape many of the choices that are available to people. Studies have documented fewer healthy retail food outlets (e.g., full service supermarkets and smaller markets with fresh produce) and higher concentrations of unhealthy food venues (e.g., fast food restaurants and convenience stores) in low-income communities relative to more affluent communities.[14-16] A geospatial analysis in the County found that public schools located in densely commercial, lower-income neighborhoods were more likely to have fast food restaurants located nearby than those in wealthier neighborhoods.[17] In addition, residents of low-income communities, particularly those in urban settings, often have limited access to parks or recreational facilities for physical activity.[11] Results of the 2007 LACHS suggest that concerns about crime and public safety may be another important barrier to physical activity in these communities. Altogether, these environmental conditions challenge the ability of residents of disadvantaged communities to lead healthy and active lives, increasing their risk for obesity.

Even after taking economic hardship into consideration, adult obesity is still moderately associated with mortality from diabetes, stroke, and CHD. In addition, studies have shown that obesity contributes to mobility limitation and disability among older adults.[18-19] Prevention and control of obesity will reduce both morbidity and mortality related to diabetes, stroke, CHD, and overall disability, increasing wellness and longevity among the LA County population, and potentially reducing related health care costs.

Our findings have important implications for obesity prevention and control efforts. The marked geographic disparities and strong association with economic hardship highlight the importance of supplementing Countywide efforts to prevent and reduce obesity with focused interventions in low-income communities. These interventions must include not only public education but also the engagement of city policymakers and their community constituents to address the underlying social and environmental conditions that contribute to physical inactivity and poor nutrition.

ATTACHMENT I-5 - Disadvantaged Communities Map



Disadvantaged Community Map

Appendix I: BC Tool

Pico Rivera Regional Bikeway Project

1 Results Overview for Project

Table 1. Results by Benefits Category

Result Category	Result Value
Total Mobility Benefits	$18,881,459
Health Benefits	$1,129,632
Recreational Benefits	$11,157,759
Safety Benefits	$7,594,143
Gas & Emission Benefits	$353,351
Sum Total Benefits	***$39,116,344***
Sum Present Value Benefits	***$25,905,953***
Sum Total Project Cost	***$4,917,172***
Sum Present Value Cost	***$4,728,050***
Net Present Value	***$21,177,903***
BCA Ratio	5.48
Net Present Cost of Funds Requested	$3,779,497
Benefits to Funds Requested Ratio	6.85

Table 1 lists the Project results, including benefits by category and total costs. The present value of benefits is $25.91 million compared to the present value of costs which is $4.73 million. Thus the benefit to cost ratio for this project is 5.48. This means that for every $1 spent, the Project will generate approximately $5.48 in benefits. With benefits outweighing the costs, the Project is considered a good investment for the overall economy. Similarly, the benefits to funds requested ratio is 6.85, implying a good use of Government funds.

As shown in the table, the three largest benefit categories of the Project include mobility, recreation, and safety benefits. This ranking of benefits makes sense given the Project scope: improving current and adding new bike lanes that connect to local and regional transit. Clearly, improving connectivity to transit will improve mobility, and creating clearly-defined bike lanes will help distinguish from vehicle lanes, thus improving cyclist safety. With additional and improved bike lanes available, existing and new users will be able to enjoy safe, recreational cycling trips.

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.

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) (Box1A)

	Without Project	With Project
Existing	708	
Forecast (1 Yr after completion)	717	1168
	Commuters	Recreational Users
Existing Trips	193	237
New Daily Trips (estimate)	128	149
(1 YR aftercompletion) (actual)	128	149

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	7046

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

	Without Project	With Project
Existing	855	
Forecast (1 YR after project completion)	866	936
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)	0	0
Existing miles walked	0	0

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

	Total
Number of student enrollment	2208
Approximate no. of students living along school route proposed for improvement	397
Percentage of students that currently walk or bike to school	32%
Projected percentage of students that will walk or bike to school after the project	46.40%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$4,917,172
SR2S Infrastructure Project Cost	$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$3,930,677
SR2S Infrastructure	$0

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	18	3.6
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

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

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0%
Project Cost	$0
ATP Requested Funds	$0
Duration of Outreach (months)	0
Outreach to new users	0

Outreach (Non SR2S)- (Box 2B)	
Participants	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0%
Project Cost	$0
ATP Requested Funds	$0
Duration of Outreach (months)	0
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Mark all applicable categories with an "x"	
Outreach is Hands-on (self-efficacy)	
Overcome Barriers (e.g., dist, time, etc.)	
Eliminates Hazards/Threats (speed, crime, etc.)	
Connected or Addresses Connectivity Challenge	
Creating Value in Using Active Transportation	
Weighted Score	0

Promotional Effort *(must be marked with an "x")*- (Box 2D)	
Mark all applicable categories with an "x"	
Effort Targets 5 E's or 5 P's	
Knowledgable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	
Weighted Score	0

Age *(must be marked with an "x")*- (Box 2E)	
Mark only one category with an "x"	
Younger than 10	
10-12	
13-24	
25-55	
55+	
Weighted Score	FALSE

Duration *(must be marked with an "x")*- (Box 2F)	
Mark only one category with an "x"	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	
Weighted Score	FALSE

Projected New Active Trans Riders	
Outreach to New Users	0
Weighted Value of Outreach	0.00
Longitudinal New Users	0.00

Projected New Active Trans Riders	
Outreach to New Users	0
Weighted Value of Outreach	0.00
Longitudinal New Users	0.00

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

Assumption:
Benefits only accrue for five years, unless the project is ongoing.

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	2,208
Approximate no. of students living along school route proposed for improvement	397
Percent that currently walks/bikes to school	32%
Number of students that walk/bike to school	127.04
After Project	
No. of students enrollment	2,208
Approximate no. of students living along school route proposed for improvement	397
Projected percentage of students that will walk or bike because of the project	46%
Number of students that will walk/bike to school after the project	184.208
ATP Shift	20,580
Fuels Saved	$3,508.97
Emissions Saved	$257.26

Annual Mobility Benefits	$134,132
Annual Health Benefits	$8,367
Annual Safety Benefits	$156,275
Fuel and Emissions Saved	$3,766
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.

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	$4,917,172
Net Present Cost	$4,728,050
Total Benefits	$39,116,344
Net Present Benefit	$25,905,953
Benefit-Cost Ratio	5.48

20 Year Itemized Savings	
Mobility	$18,881,459
Health	$1,129,632
Recreational	$11,157,759
Gas & Emissions	$353,351
Safety	$7,594,143

Funds Requested	$3,930,677
Net Present Cost of Funds Requested	$3,779,497
Benefit Cost Ratio	6.85

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		**Project Types**				
Total miles walked	0.00	For M values:				
Total person Trips walked	866.00	20.38	min/trip	OFF STREET		Bike Class I
Total Steps walked	0.00	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
After the Project is Completed						
Total miles walked	0.00	$13.03	Value of Time			
Total person trips walked	936.00					
Total Steps walked	0.00	600 steps=0.3mi=1 trip				
Converted miles walked to trips	0	$1	Value of Total Pedestrian Environmental Impacts per trip			
Difference of person trips walked	70					
Converted steps walked to trips	0					
Current Bike Counts						
Existing Commuters	193					
New Commuters	128					
Benefits, 2014 values						
Annual Mobility Benefit (Walking)	$14,875.00					
Annual Mobility Benefit (Biking)	$628,091.61					
Total Annual Mobility Benefits	$642,966.61					
Sources:						
NCHRP 552 Methodology (Biking)						
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)						

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	225.5			
		GDP Deflator		
Value of Health (ave.annual)	$146	2006	0.9429	
		2014	1.0781	
Annual Health Benefits	$33,002.81			
Walking:				
New Walkers	35			
Value of Health	$146			
Annual Health Benefits	$5,122.39			
Total Annual Health Benefits	$38,125			
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	35
New Bicyclists	226
Avoided VMT due to Walking	2,231
Avoided VMT due to Biking	56,657
Fuel Saved	10,040
Emissions Saved	736
Fuel and Emissions saved	$10,777

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 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
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

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	149	$10	per trip
New Commuters	128		
ExistingRecreational Users	237	$4	per trip
Value of Spending Recreational Time for New Recreational Users	$184,760		
Valueof Spending Recreational Time for Existing Recreational Users	$117,552		
Potential number of recreational time outdoors	124		
Annual Biking Recreational Benefits	$302,312		
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	11	15%- See Misc. Tab	
Value of Spending Recreational timefor all pedestrians	$3,833	$1	per trip
Potential number of recreational time outdoors	365		
AnnualWalking Recreational Benefits	$3,833		
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	$306,145		

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			N	Y	Y	N	Y	N	N	N	Y	Y	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		
			$73,254	$73,254	$43,952	$219,762	$131,857	$73,254	$102,555	$161,159	$102,555	$234,413	$87,905	$102,555	$29,302		
			FALSE	$73,254	$43,952	FALSE	$131,857	FALSE	FALSE	FALSE	$102,555	$234,413	FALSE	FALSE	$29,302		
	1st year		$0	$73,254	$43,952	$0	$131,857	$0	$0	$0	$102,555	$234,413	$0	$0	$29,302	$156,275	$156,275

	Fatal	Injury	PDO	Total
Frequency	0	3.6	0	3.6
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	$27,958,585
Mobility Benefits	$18,881,459
Health Benefits	$1,129,632
Recreational Benefits	$11,157,759
Safety Benefits	$7,594,143
Gas & Emission Benefits	$353,351
Total Costs	$4,917,172
Benefit-Cost Ratio (BCR)	5.7

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	$642,967	$38,125	$306,145	$156,275	$10,777	$1,154,288	$4,917,172	1.02
2	$655,826	$38,888	$312,267	$159,401	$10,992	$1,177,374		
3	$668,942	$39,665	$318,513	$162,589	$11,212	$1,200,921		
4	$682,321	$40,459	$324,883	$165,840	$11,436	$1,224,939		
5	$695,968	$41,268	$331,381	$169,157	$11,665	$1,249,438		
6	$709,887	$42,093	$338,008	$172,540	$11,898	$1,274,427		
7	$724,085	$42,935	$344,768	$175,991	$12,136	$1,299,916		
8	$738,567	$43,794	$351,664	$179,511	$12,379	$1,325,914		
9	$753,338	$44,670	$358,697	$183,101	$12,626	$1,352,432		
10	$768,405	$45,563	$365,871	$186,763	$12,879	$1,379,481		
11	$783,773	$46,474	$373,188	$190,498	$13,137	$1,407,070		
12	$799,448	$47,404	$380,652	$194,308	$13,399	$1,435,212		
13	$815,437	$48,352	$388,265	$198,194	$13,667	$1,463,916		
14	$831,746	$49,319	$396,031	$202,158	$13,941	$1,493,194		
15	$848,381	$50,305	$403,951	$206,202	$14,219	$1,523,058		
16	$865,348	$51,311	$412,030	$210,326	$14,504	$1,553,519		
17	$882,655	$52,338	$420,271	$214,532	$14,794	$1,584,590		
18	$900,308	$53,384	$428,676	$218,823	$15,090	$1,616,282		
19	$918,315	$54,452	$437,250	$223,199	$15,392	$1,648,607		
20	$936,681	$55,541	$445,995	$227,663	$15,699	$1,681,579		
						Sum Total Benefits	Total Project Cost	
Total	$15,622,397	$926,342	$7,438,506	$3,797,071	$261,841	$28,046,158	$4,917,172	

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	$134,132	$8,367	$0	$156,275	$3,766	$302,540	$0	1.02
2	$136,815	$8,534	$0	$159,401	$3,842	$308,591		
3	$139,551	$8,705	$0	$162,589	$3,918	$314,763		
4	$142,342	$8,879	$0	$165,840	$3,997	$321,058		
5	$145,189	$9,056	$0	$169,157	$4,077	$327,479		
6	$148,093	$9,238	$0	$172,540	$4,158	$334,029		
7	$151,055	$9,422	$0	$175,991	$4,241	$340,709		
8	$154,076	$9,611	$0	$179,511	$4,326	$347,524		
9	$157,157	$9,803	$0	$183,101	$4,413	$354,474		
10	$160,300	$9,999	$0	$186,763	$4,501	$361,564		
11	$163,507	$10,199	$0	$190,498	$4,591	$368,795		
12	$166,777	$10,403	$0	$194,308	$4,683	$376,171		
13	$170,112	$10,611	$0	$198,194	$4,776	$383,694		
14	$173,514	$10,823	$0	$202,158	$4,872	$391,368		
15	$176,985	$11,040	$0	$206,202	$4,969	$399,195		
16	$180,524	$11,261	$0	$210,326	$5,069	$407,179		
17	$184,135	$11,486	$0	$214,532	$5,170	$415,323		
18	$187,818	$11,715	$0	$218,823	$5,274	$423,629		
19	$191,574	$11,950	$0	$223,199	$5,379	$432,102		
20	$195,405	$12,189	$0	$227,663	$5,487	$440,744		
						Sum Total Benefits	Total Project Cost	
Total	$3,259,062	$203,290	$0	$3,797,071	$91,509	$7,350,933	$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	$642,967	$38,125	$306,145	$78,138	$10,777	$1,076,150	$4,917,172
2	$655,826	$38,888	$312,267	$79,700	$10,992	$1,097,673	
3	$668,942	$39,665	$318,513	$81,294	$11,212	$1,119,627	
4	$682,321	$40,459	$324,883	$82,920	$11,436	$1,142,019	
5	$695,968	$41,268	$331,381	$84,579	$11,665	$1,164,860	
6	$709,887	$42,093	$338,008	$86,270	$11,898	$1,188,157	
7	$724,085	$42,935	$344,768	$87,996	$12,136	$1,211,920	
8	$738,567	$43,794	$351,664	$89,755	$12,379	$1,236,158	
9	$753,338	$44,670	$358,697	$91,551	$12,626	$1,260,882	
10	$768,405	$45,563	$365,871	$93,382	$12,879	$1,286,099	
11	$783,773	$46,474	$373,188	$95,249	$13,137	$1,311,821	
12	$799,448	$47,404	$380,652	$97,154	$13,399	$1,338,058	
13	$815,437	$48,352	$388,265	$99,097	$13,667	$1,364,819	
14	$831,746	$49,319	$396,031	$101,079	$13,941	$1,392,115	
15	$848,381	$50,305	$403,951	$103,101	$14,219	$1,419,958	
16	$865,348	$51,311	$412,030	$105,163	$14,504	$1,448,357	
17	$882,655	$52,338	$420,271	$107,266	$14,794	$1,477,324	
18	$900,308	$53,384	$428,676	$109,411	$15,090	$1,506,870	
19	$918,315	$54,452	$437,250	$111,600	$15,392	$1,537,008	
20	$936,681	$55,541	$445,995	$113,832	$15,699	$1,567,748	
						Sum Total Benefits	Total Project Cost
Total	$15,622,397	$926,342	$7,438,506	$1,898,536	$261,841	$26,147,622	$4,917,172

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	$388,549	$23,246	$306,145	$156,275	$7,271	$881,486	$4,917,172
2	$396,320	$23,711	$312,267	$159,401	$7,417	$899,116	
3	$404,247	$24,185	$318,513	$162,589	$7,565	$917,098	
4	$412,332	$24,669	$324,883	$165,840	$7,716	$935,440	
5	$420,578	$25,162	$331,381	$169,157	$7,871	$954,149	
6	$428,990	$25,665	$338,008	$172,540	$8,028	$973,232	
7	$437,570	$26,179	$344,768	$175,991	$8,189	$992,697	
8	$446,321	$26,702	$351,664	$179,511	$8,353	$1,012,551	
9	$455,248	$27,236	$358,697	$183,101	$8,520	$1,032,802	
10	$464,353	$27,781	$365,871	$186,763	$8,690	$1,053,458	
11	$473,640	$28,337	$373,188	$190,498	$8,864	$1,074,527	
12	$483,112	$28,903	$380,652	$194,308	$9,041	$1,096,017	
13	$492,775	$29,482	$388,265	$198,194	$9,222	$1,117,938	
14	$502,630	$30,071	$396,031	$202,158	$9,406	$1,140,297	
15	$512,683	$30,673	$403,951	$206,202	$9,594	$1,163,102	
16	$522,936	$31,286	$412,030	$210,326	$9,786	$1,186,365	
17	$533,395	$31,912	$420,271	$214,532	$9,982	$1,210,092	
18	$544,063	$32,550	$428,676	$218,823	$10,182	$1,234,294	
19	$554,944	$33,201	$437,250	$223,199	$10,385	$1,258,979	
20	$566,043	$33,865	$445,995	$227,663	$10,593	$1,284,159	
						Sum Total Benefits	Total Project Cost
Total	$9,440,730	$564,816	$7,438,506	$3,797,071	$176,675	$21,417,799	$4,917,172

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	$134,132	$8,367	$0	$78,138	$3,766	$224,403	$0	1.02
2	$136,815	$8,534	$0	$79,700	$3,842	$228,891		
3	$139,551	$8,705	$0	$81,294	$3,918	$233,469		
4	$142,342	$8,879	$0	$82,920	$3,997	$238,138		
5	$145,189	$9,056	$0	$84,579	$4,077	$242,901		
6	$148,093	$9,238	$0	$86,270	$4,158	$247,759		
7	$151,055	$9,422	$0	$87,996	$4,241	$252,714		
8	$154,076	$9,611	$0	$89,755	$4,326	$257,768		
9	$157,157	$9,803	$0	$91,551	$4,413	$262,924		
10	$160,300	$9,999	$0	$93,382	$4,501	$268,182		
11	$163,507	$10,199	$0	$95,249	$4,591	$273,546		
12	$166,777	$10,403	$0	$97,154	$4,683	$279,017		
13	$170,112	$10,611	$0	$99,097	$4,776	$284,597		
14	$173,514	$10,823	$0	$101,079	$4,872	$290,289		
15	$176,985	$11,040	$0	$103,101	$4,969	$296,095		
16	$180,524	$11,261	$0	$105,163	$5,069	$302,017		
17	$184,135	$11,486	$0	$107,266	$5,170	$308,057		
18	$187,818	$11,715	$0	$109,411	$5,274	$314,218		
19	$191,574	$11,950	$0	$111,600	$5,379	$320,502		
20	$195,405	$12,189	$0	$113,832	$5,487	$326,912		
						Sum Total Benefits	Total Project Cost	
Total	$3,259,062	$203,290	$0	$1,898,536	$91,509	$5,452,397	$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	$777,098.89	$46,492	$459,217	$312,550	$14,543	$1,609,900	$4,917,172	7.96
2	$792,641	$47,422	$468,401	$318,801	$14,834	$1,642,098		
3	$808,494	$48,370	$477,769	$325,177	$15,130	$1,674,940		
4	$824,664	$49,338	$487,324	$331,681	$15,433	$1,708,439		
5	$841,157	$50,324	$497,071	$338,314	$15,742	$1,742,608		
6	$857,980	$51,331	$507,012	$345,080	$16,056	$1,777,460		
7	$875,140	$52,357	$517,153	$351,982	$16,378	$1,813,009		
8	$892,642	$53,405	$527,496	$359,022	$16,705	$1,849,269		
9	$910,495	$54,473	$538,046	$366,202	$17,039	$1,886,255		
10	$928,705	$55,562	$548,807	$373,526	$17,380	$1,923,980		
11	$947,279	$56,673	$559,783	$380,997	$17,728	$1,962,460		
12	$966,225	$57,807	$570,978	$388,617	$18,082	$2,001,709		
13	$985,549	$58,963	$582,398	$396,389	$18,444	$2,041,743		
14	$1,005,260	$60,142	$594,046	$404,317	$18,813	$2,082,578		
15	$1,025,365	$61,345	$605,927	$412,403	$19,189	$2,124,229		
16	$1,045,873	$62,572	$618,045	$420,651	$19,573	$2,166,714		
17	$1,066,790	$63,823	$630,406	$429,064	$19,964	$2,210,048		
18	$1,088,126	$65,100	$643,014	$437,645	$20,363	$2,254,249		
19	$1,109,889	$66,402	$655,875	$446,398	$20,771	$2,299,334		
20	$1,132,086	$67,730	$668,992	$455,326	$21,186	$2,345,321		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	$18,881,459	$1,129,632	$11,157,759	$7,594,143	$353,351	$39,116,344	$4,917,172	7.96

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 Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN										4.00%	$21,177,903.40	5.48		
1	$777,099	$46,492	$459,217	$312,550	$14,543	$1,609,900	$1,547,981	$4,917,172	$4,728,050				3,930,677	3,779,497
2	$792,641	$47,422	$468,401	$318,801	$14,834	$1,642,098	$1,518,212		$0					
3	$808,494	$48,370	$477,769	$325,177	$15,130	$1,674,940	$1,489,016		$0					
4	$824,664	$49,338	$487,324	$331,681	$15,433	$1,708,439	$1,460,381		$0					
5	$841,157	$50,324	$497,071	$338,314	$15,742	$1,742,608	$1,432,297		$0					
6	$857,980	$51,331	$507,012	$345,080	$16,056	$1,777,460	$1,404,753		$0					
7	$875,140	$52,357	$517,153	$351,982	$16,378	$1,813,009	$1,377,738		$0					
8	$892,642	$53,405	$527,496	$359,022	$16,705	$1,849,269	$1,351,243		$0					
9	$910,495	$54,473	$538,046	$366,202	$17,039	$1,886,255	$1,325,258		$0					
10	$928,705	$55,562	$548,807	$373,526	$17,380	$1,923,980	$1,299,772		$0					
11	$947,279	$56,673	$559,783	$380,997	$17,728	$1,962,460	$1,274,776		$0					
12	$966,225	$57,807	$570,978	$388,617	$18,082	$2,001,709	$1,250,261		$0					
13	$985,549	$58,963	$582,398	$396,389	$18,444	$2,041,743	$1,226,218		$0					
14	$1,005,260	$60,142	$594,046	$404,317	$18,813	$2,082,578	$1,202,637		$0					
15	$1,025,365	$61,345	$605,927	$412,403	$19,189	$2,124,229	$1,179,509		$0					
16	$1,045,873	$62,572	$618,045	$420,651	$19,573	$2,166,714	$1,156,826		$0					
17	$1,066,790	$63,823	$630,406	$429,064	$19,964	$2,210,048	$1,134,580		$0					
18	$1,088,126	$65,100	$643,014	$437,645	$20,363	$2,254,249	$1,112,761		$0					
19	$1,109,889	$66,402	$655,875	$446,398	$20,771	$2,299,334	$1,091,362		$0					
20	$1,132,086	$67,730	$668,992	$455,326	$21,186	$2,345,321	$1,070,374		$0					

Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost	Sum Funds Requested	Sum PV Funds Requested
$18,881,459	$1,129,632	$11,157,759	$7,594,143	$353,351	$39,116,344	$25,905,953	$4,917,172	$4,728,050	$3,930,677	$3,779,497

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 - Conservation Corps Correspondence

Request for ATP Application Coordination

ATP@CCC <ATP@ccc.ca.gov> Fri, May 22, 2015 at 4:39 PM
To: "jamespowell@altaplanning.com" <jamespowell@altaplanning.com>
Cc: "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov>, "ATP@CCC" <ATP@ccc.ca.gov>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>, "Lino, Edgar@CCC" <Edgar.Lino@ccc.ca.gov>, "Rochte, Christie@CCC" <Christie.Rochte@ccc.ca.gov>

Hi James,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your project. The CCC can assist with the following: Traffic-calming medians with landscaping.

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,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

1719 24th Street

Sacramento, CA 95816

(916) 341-3154

Wei.Hsieh@ccc.ca.gov

ATTACHMENT I-8 - Community Conservation Corps Correspondence

Request for ATP Application Coordination

Active Transportation Program <inquiry@atpcommunitycorps.org> Tue, May 26, 2015 at 5:48 PM
To: "ATP@CCC" <ATP@ccc.ca.gov>
Cc: "jamespowell@altaplanning.com" <jamespowell@altaplanning.com>

Hello,

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 you

--
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

ATTACHMENT J - Letters of Support

EL RANCHO UNIFIED SCHOOL DISTRICT

9333 Loch Lomond Drive, Pico Rivera, California 90660

Tel: (562) 942-1500 • Fax: (562) 949-2821

BOARD OF EDUCATION
Delia Alvidrez
Rachel Canchola
Jose Lara
Alfred Renteria, Jr.
Aurora Villon, Ed.D.

SUPERINTENDENT
Martin Galindo

May 12, 2015

Mr. René Bobadilla
City Manager
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Letter of Support for the Pico Rivera Regional Bikeway Project Active Transportation Program Application

Dear Mr. Bobadilla,

The El Rancho Unified School District is pleased to support the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project. We strongly support this grant application because El Rancho Unified recognizes the importance and benefits of enhancing safety and access for pedestrians and cyclists.

The Pico Rivera Regional Bikeway Project will close a gap between two major Class I bicycle facilities, link schools and libraries within Pico Rivera, and connect to existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*. One of the key challenges of implementing these plans is regional connectivity. While the San Gabriel River Trail follows the length of the river, crossings are infrequent, and cyclists must drastically alter their path of travel to reach the other side. Furthermore, there is no connection between the San Gabriel River Trail and the Rio Hondo Bike Path. The proposed Pico Rivera Regional Bikeway Project will resolve these challenges.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. The project includes the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

We believe the project will greatly improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists.

I appreciate the opportunity to express my support for this project, and look forward to seeing the completion of a much needed regional bikeway connection that will help fulfill both the County and City Bicycle Transportation Plans. I fully support Pico Rivera's efforts towards increased regional connectivity, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for an Active Transportation Program grant.

Sincerely,

Martin Galindo
Superintendent

April 30, 2015

Mr. Rene Bobadilla
City Manager
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Letter of Support for the Pico Rivera Regional Bikeway Project Active Transportation Program Application

Dear Mr. Bobadilla:

Pico Rivera Chamber of Commerce is pleased to support the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project. We strongly support this grant application because Pico Rivera Chamber of Commerce recognizes the importance and benefits of enhancing safety and access for pedestrians and cyclists.

The Pico Rivera Regional Bikeway Project will close a gap between two major Class I bicycle facilities, link schools and libraries within Pico Rivera, and connect to existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*. One of the key challenges of implementing these plans is regional connectivity. While the San Gabriel River Trail follows the length of the river, crossings are infrequent, and cyclists must drastically alter their path of travel to reach the other side. Furthermore, there is no connection between the San Gabriel River Trail and the Rio Hondo Bike Path. The proposed Pico Rivera Regional Bikeway Project will resolve these challenges.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. The project includes the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

We believe the project will greatly improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists.

I appreciate the opportunity to express my support for this project, and look forward to seeing the completion of a much needed regional bikeway connection that will help fulfill both the County and City Bicycle Transportation Plans. I fully support Pico Rivera's efforts towards increased regional connectivity, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for an ATP grant.

Sincerely,

Debbie Duran-Wade
Co-President

5016 Passons Boulevard, Pico Rivera, CA 90660 PH:(562) 949-2473 Fax: (562) 949-8320
www.picoriverachamber.org

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 Pico Rivera Regional Bikeway Project 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 Pico Rivera Regional Bikeway Project in the City of Pico Rivera. This project will connect Pico Rivera to two regional Class I bike trails through the installation of Class II bike lanes, a bicycle/pedestrian bridge, a Class I bike path connector, traffic calming center medians, and new sidewalks with curb ramps.

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 Pico Rivera's efforts and contribution towards a sustainable transportation future, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for the ATP grant.

Sincerely,

Phillip A. Washington
Chief Executive Officer

City of Whittier

13230 Penn Street, Whittier, California 90602-1716
(562) 567-9999 www.cityofwhittier.org

Fernando Dutra
Mayor

Joe Vinatieri
Mayor Pro Tem

Owen Newcomer
Council Member

Bob Henderson
Council Member

Cathy Warner
Council Member

Jeffrey W. Collier
City Manager

May 5, 2015

Mr. Rene Bobadilla
City Manager
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Letter of Support for the Pico Rivera Regional Bikeway Project Active Transportation Program Application

Dear Mr. Bobadilla:

The City of Whittier is pleased to support the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project. We strongly support this grant application because the City of Whittier recognizes the importance and benefits of enhancing safety and access for pedestrians and cyclists.

The Pico Rivera Regional Bikeway Project will close a gap between two major Class I bicycle facilities, link schools and libraries within Pico Rivera, and connect to existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*. One of the key challenges of implementing these plans is regional connectivity. While the San Gabriel River Trail follows the length of the river, crossings are infrequent, and cyclists must drastically alter their path of travel to reach the other side. Furthermore, there is no connection between the San Gabriel River Trail and the Rio Hondo Bike Path. The proposed Pico Rivera Regional Bikeway Project will resolve these challenges.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. The project includes the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

We believe the project will greatly improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists.

I appreciate the opportunity to express my support for this project, and look forward to seeing the completion of a much needed regional bikeway connection that will help fulfill both the County and City Bicycle Transportation Plans. I fully support Pico Rivera's efforts towards increased regional connectivity, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for an ATP grant.

Sincerely,

Jeffrey W. Collier
City Manager

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(961) 319-2158
FAX (916) 319-2158

DISTRICT OFFICE
8255 FIRESTONE BLVD., SUITE 203
DOWNEY, CA 90241
(562) 861-5803
FAX (562) 861-5158

WEB SITE
www.asm.ca.gov/garcia

Assembly
California Legislature

CRISTINA GARCIA
ASSISTANT MAJORITY FLOOR LEADER
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
GOVERMENTAL ORGINIZATION
JUDICIARY
NATURAL RESOURCES
UTILTITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

ASSEMBLY ETHICS COMMITTEE

VICE CHAIR: LEGISLATIVE
WOMAN'S CACUS

April 28, 2015

Pico Rivera Regional Bikeway Project Active Transportation Program Application

To Whom It May Concern:

I am pleased to support the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project.

The Pico Rivera Regional Bikeway Project will close a gap between two major Class I bicycle facilities, link schools and libraries within Pico Rivera, and connect to existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*. One of the key challenges of implementing these plans is regional connectivity. While the San Gabriel River Trail follows the length of the river, crossings are infrequent, and cyclists must drastically alter their path of travel to reach the other side. Furthermore, there is no connection between the San Gabriel River Trail and the Rio Hondo Bike Path. The proposed Pico Rivera Regional Bikeway Project will resolve these challenges.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. The project includes the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection. I believe the project will greatly improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists.

I appreciate the opportunity to express my support for this project, and look forward to seeing the completion of a much needed regional bikeway connection that will help fulfill both the County and City Bicycle Transportation Plans. I fully support Pico Rivera's efforts towards increased regional connectivity, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for an ATP grant.

Sincerely,

Cristina Garcia

CRISTINA GARCIA
Assistant Majority Floor Leader
58th District

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

856 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4111 / FAX (213) 613-1739

HILDA L. SOLIS
SUPERVISOR, FIRST DISTRICT

April 23, 2015

René Bobadilla
City Manager - Pico Rivera
6615 Passons Blvd.
Pico Rivera, CA 90660

Re: Pico Rivera Regional Bikeway Project Active Transportation Program Application

Dear Mr Bobadillo:

As Supervisor to Los Angeles County, District One, I'm pleased to support the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project.

The Pico Rivera Regional Bikeway Project will close a critical gap between two major Class-I bicycle facilities in the region while linking schools, libraries and other bikeways within Pico Rivera. The project is well aligned with the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. The project includes the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

We believe the project will greatly improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists.

I appreciate the opportunity to express my support for this project, and look forward to seeing the completion of a much needed regional bikeway connection that will help fulfill both the County and City Bicycle Transportation Plans. I fully support Pico Rivera's efforts towards increased regional connectivity, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for an ATP grant. Many thanks in advance.

Sincerely,

Hilda L. Solis
District One Supervisor
Los Angeles County

California State Senate

CAPITOL OFFICE
STATE CAPITOL
ROOM 5061
SACRAMENTO, CA 95814
TEL 916.651.4032
FAX 916.651.4932

WWW.SENATE.CA.GOV/MENDOZA

TONY MENDOZA
SENATOR, 32ND DISTRICT

DISTRICT OFFICE
400 N. MONTEBELLO BLVD.
SUITE 100
MONTEBELLO, CA 90640
TEL 323.890.2790
FAX 323.890.2794

SENATOR.MENDOZA@SENATE.CA.GOV

April 24, 2015

Mr. Rene Bobadilla
City Manager
City of Pico Rivera
6615 Passons Blvd.
Pico Rivera, 90660

RE: Letter of Support for the Pico Rivera Regional Bikeway Project Active Transportation Program Application

Dear Mr. Bobadilla:

It is with pleasure that I write this letter of support of the City of Pico Rivera's Active Transportation Program funding request for the Pico Rivera Regional Bikeway Project. Funding for this project will enhance safety and access for pedestrians and cyclists.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. It will also improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists. The project will include the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, way finding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

I strongly support the efforts the City of Pico Rivera is displaying towards increased regional connectivity; and look forward to seeing the completion of this much needed project that will help fulfill both the County and City Bicycle Transportation Plans.

I urge your affirmative consideration of the City of Pico Rivera's Regional Bikeway Project for an Active Transportation Program grant.

Sincerely,

TONY MENDOZA
Senator, 32nd District

MEMBER:
COMMITTEE ON ETHICS
RANKING MEMBER
COMMITTEE ON
WAYS AND MEANS
SUBCOMMITTEE ON SELECT REVENUE MEASURES
SUBCOMMITTEE ON OVERSIGHT
SENIOR WHIP

Linda T. Sánchez
38TH DISTRICT, CALIFORNIA

Congress of the United States
House of Representatives
Washington, DC 20515

DC OFFICE:
2423 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-6676

DISTRICT OFFICE:
17906 CRUSADER AVENUE
SUITE 100
CERRITOS, CA 90703
(562) 860-5050

www.lindasanchez.house.gov

April 27, 2015

Mr. Rene Bobadilla
City Manager, City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

Dear Mr. Bobadilla:

I am writing to support of the city's annual reapplication for the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project.

The Pico Rivera Regional Bikeway Project enhances bicycle infrastructure within the city by linking schools and libraries in Pico Rivera to the existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*. The proposed Pico Rivera Regional Bikeway Project will include the installation of a bicycle bridge over the San Gabriel River. In addition, dedicated bike lanes will be implemented along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path.

I fully support the city's effort to improve our regional bicycle infrastructure and know that the region will benefit from the success of this project. Should you have any questions about this proposal or my support for it, please contact Irma Gorrocino in my office at (562) 860-5050 or Irma.Gorrocino@mail.house.gov.

Sincerely,

Linda T. Sánchez
Member of Congress

Jim McDonnell, Sheriff

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

(562) 949-2421

May 11, 2015

Rene Bobadilla
City Manager
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, California 90660

Dear Mr. Bobadilla:

Letter of Support for the Pico Rivera Regional Bikeway Project
Active Transportation Program Application

Pico Rivera Sheriff's Station is pleased to support the Active Transportation Program (ATP) funding request for the Pico Rivera Regional Bikeway Project. We strongly support this grant application because Pico Rivera Sheriff's Station recognizes the importance and benefits of enhancing safety and access for pedestrians and cyclists.

The Pico Rivera Regional Bikeway Project will close a gap between two major Class I bicycle facilities, link schools and libraries within Pico Rivera, and connect to existing bicycle infrastructure in adjacent cities. The project follows recommendations made in both the *Los Angeles County Bicycle Master Plan* and the Circulation Element of the recently updated *City of Pico Rivera General Plan*. One of the key challenges of implementing these plans is regional connectivity. While the San Gabriel River Trail follows the length of the river, crossings are infrequent, and cyclists must drastically alter their path of travel to reach the other side. Furthermore, there is no connection between the San Gabriel River Trail and the Rio Hondo Bike Path. The proposed Pico Rivera Regional Bikeway Project will resolve these challenges.

The proposed project will improve safety and mobility, and will provide better protection from vehicular traffic for bicyclists and pedestrians. The project includes the installation of a bicycle bridge over the San Gabriel River, dedicated bike lanes along Rosemead Boulevard and Mines Avenue to connect the San Gabriel River Trail to the Rio Hondo Bike Path, traffic calming strategies on Mines Avenue, wayfinding signage, enhanced crosswalks, and traffic signal modifications for bicycle detection.

We believe the project will greatly improve regional bikeway connectivity and provide increased safety, mobility, and transportation options for a wide range of pedestrians and cyclists.

I appreciate the opportunity to express my support for this project, and look forward to seeing the completion of a much needed regional bikeway connection that will help fulfill both the County and City Bicycle Transportation Plans. I fully support Pico Rivera's efforts towards increased regional connectivity, and respectfully request a favorable consideration of the Pico Rivera Regional Bikeway Project for an ATP grant.

Sincerely,

JIM McDONNELL, SHERIFF

Allen Castellano, Captain
Pico Rivera Sheriff's Station

ATTACHMENT K - No Additional Attachments