

# Active Transportation and Livable Communities (ATLC)

## Advisory Group Meeting

Thursday, August 15, 2013 – 1:30 PM – 3:30 PM

Secretary of State Building

1500 11<sup>th</sup> Street, 2<sup>nd</sup> Floor Board Room, Sacramento, CA 95814

## Meeting Summary Notes

### 1. Welcome and Introductions

Alyssa Begley, Office Chief, Office of Community Planning, Division of Transportation Planning, opened the August 15, 2013 meeting and requested introductions from the members present and on the telephone.

#### ATTENDANCE

##### External Agencies

Bob Planthold, California WALKS  
Chris Ganson, Governor's Office of Planning and Research  
Dave Synder, California Bicycle Commission  
Jacquolyn Duerr, California Department of Public Health  
Jim Baross, California Association of Bicycle Organizations (via telephone)  
Kenneth Ryan, Mt. Shasta Recreation and Parks District (via telephone)  
Laura Cohen, Rails-to-Trails Conservancy  
Mitch Weiss, California Transportation Commission  
Monika Jansen, WALKS Sacramento for Terry Preston  
Natalie Garcia, Strategic Growth Council  
Paul Zykofsky, Local Government Commission  
Stacy Alamo-Mixson, California Department of Public Health  
Tracy Delaney, Public Health Alliance of Southern California (via telephone)

##### Caltrans

Alysha Shrum, Community Planning  
Alyssa Begley, Office Chief, Community Planning  
Ann Mahaney, Regional and Interagency Planning  
April Nitsos, Local Assistance  
Brian Alconcel, Traffic Operations for Dennis Agar  
Bruce De Terra, Office Chief, System and Freight Planning  
Bob Rubenstein, District 9 (via telephone)  
Danny Yost, Legislative Affairs for Melanie Perron  
Emily Mraovich, Community Planning  
Garth Hopkins, Office Chief, Regional and Interagency Planning  
Jane Perez, Division Chief, Mass Transportation  
Johnathan Camp, Freight Planning  
Katie Benouar, Division Chief, Transportation Planning  
Katrina Pierce, Division Chief, Environmental Analysis, also for Karla Sutliff  
Kelly Lier, Freight Planning  
Kevin Pokrajac, Local Assistance  
Mike Pickford, District 11 (via telephone)  
Nicholas Compin, Traffic Operations  
Pam Korte, Office Chief, State Planning

## ATTENDANCE

Paul Moore, Local Assistance  
Rachel Falsetti, Division Chief, Programming (via telephone)  
Steve Takigawa, Deputy Director, Maintenance and Operations  
Tim Craggs, Division Chief, Design

### **2. Opening Comments**

Katie Benouar, Division Chief, Transportation Planning, welcomed everyone participating and thanked the Division Chiefs and Deputy Directors who were present.

The new California State Transportation Agency (CalSTA) replaced the Business, Transportation, and Housing Agency on July 1st. The new Agency is led by Secretary Brian Kelly and focuses solely on transportation. Departments within CalSTA include California Highway Patrol, California Transportation Commission, Caltrans, Department of Motor Vehicles, High-Speed Rail Authority, and Office of Traffic Safety. New appointments for CalSTA include: Brian Annis as undersecretary, Carol Farris as deputy secretary of policy coordination, Russia Chavis as deputy secretary for transportation safety and enforcement, Ben De Alba as assistant secretary for rail and ports, Gareth Lacy as deputy secretary for communications and strategic planning, Ronda Paschal as deputy secretary of legislation, and Kate White as deputy secretary of environmental policy and housing coordination.

Recent staffing changes at Caltrans were discussed. Leslie Mazzeo moved to another division within Caltrans in June. Emily Mraovich, who is part of the Sustainable Mobility Branch in the Office of Community Planning, is now staff to ATLC. Thanks were given to Emily and new student assistant Alysha Shrum for helping to organize the meeting. Tim Craggs is now the permanent Division Chief of Design. Denix Anbiah, the Division Chief of Local Assistance, has moved on to become the City of West Sacramento's Public Works Director. Rihui (Ray) Zhang is the Interim Division Chief for Local Assistance.

The Division of Transportation Planning announced the federal Partnership Planning and Transit Planning grants last week. The state Environmental Justice and Community-Based Transportation Planning grants will be announced in September.

### **3. California Freight Advisory Committee**

Bruce De Terra, Office Chief, System and Freight Planning, presented materials on the California Freight Advisory Committee (CFAC) which can be found on the [CFAC website](#). MAP-21 includes a freight program for the first time. This freight program includes guidelines for the US DOT to develop a national freight plan and optional guidelines for states to develop freight plans. Within those guidelines and at the national level there has been the creation of a Freight Advisory Committee, the designation of a freight system (national and state), and the development of a freight plan which has a number of specific [strategic goals](#). The states which develop freight plans consistent with federal guidelines become eligible for a higher share of federal funding on projects identified within that freight plan. Freight projects located on the interstate systems and included within the state's freight plan become eligible for 95% federal funding share; projects included

within the state's freight plan, but off the interstate system become eligible for 90% funding share. Keep in mind that there is no new federal funding for these projects or plans.

California is developing a freight plan. Currently under consideration at the California Legislature is a companion State Assembly Bill (AB) 14, introduced by Assembly Member Bonnie Lowenthal. AB 14, which has passed the Assembly and is moving on to the Senate, will require California to develop a freight plan consistent with MAP-21. Caltrans cannot act on AB 14 until it is signed and enacted by Governor Brown. If AB 14 passes, the freight plan will be required to be completed by December 2014. Caltrans has committed to complete the freight plan on the same timeline even if AB 14 does not pass.

Caltrans has created a [Freight Advisory Committee](#) in cooperation with CalSTA and consists of sixty-two different organizations represented by individuals. Identifying these organizations meet the recommendations of MAP-21 and the requirements of AB 14. In addition, four focus groups were held to attain perspectives from community organizations on how the freight industry affects them and what they would like to see within the context of the freight plan. Results from the focus groups have been compiled and will be posted to the CFAC website.

The multimodal freight plan is planned to address community needs and the needs of other modes at intersections with freight lines. The proposed draft freight network for the state includes the highway system, railroads, intermodal facilities, maritime facilities, and airports. Freight planning is working with the Air Resources Board (ARB) in their vision to get to a zero emissions freight system by 2050. By the end of 2013, it is anticipated that there will be an internal draft of the freight plan, dependent on final guidance by the federal government. A public-release draft is scheduled to be circulated for a formal comment period in June of 2014. After the comment period, a final freight plan is expected by August 2014.

Bob Planthold, CaliforniaWALKS, asked if the energy expenditure resulting from long-distance storage of empty freight containers is being addressed by the CFAC.

Bruce De Terra, Office Chief, System and Freight Planning, responded that the plan will probably not cover that specific topic. However, the solution to this issue is to unpack containers as close to port as possible as to lessen the expenditure of energy. CFAC is working with ARB and California Energy Commission to reduce freight emissions.

Jacquolyn Duerr, California Department of Public Health, asked how the California Transportation Plan (CTP) 2040 and the Freight Plan will coordinate.

Bruce De Terra, Office Chief, System and Freight Planning, responded that the CFAC and the group working on the CTP 2040 meet regularly to coordinate their efforts and use the same sets of models. A significant difference is that the CTP 2040 does not include projects, while the Freight Plan will include projects for funding.

#### **4. FY 13-14 Active Transportation Program**

April Nitsos, Local Assistance, gave an update on the Active Transportation Program (ATP). She first mentioned that the California Transportation Commission (CTC) is still allocating funds for Transportation Enhancement (TE) reserve projects.

Mitch Weiss, California Transportation Commission, added that it depends on the project. If a project is eligible for State Highway Account funds or federal funds other than Transportation Alternatives (TA) then TE funds are eligible for allocation just for this year. It is expected that the 2014 STIP will program any TE reserves to projects; however, if allocation does not occur TE reserves will be deleted.

April Nitsos, Local Assistance, concurred and moved on to mention that the Transportation Alternatives Program (TAP) final guidance was published by the Federal Highway Administration (FHWA) in June and can be found on the FHWA website. The TAP guidance parallels the ATP proposal that was published in February. The State Budget Act puts the TAP funds on hold with no expenditures under the TAP program until a working group is convened to discuss active transportation *and* legislation is enacted for an active transportation program. The working group has been convened and they are using the February language as a basis and taking comments.

Kevin Pokrajac, Local Assistance, wanted to add that the Department of Finance is involved in the modification of programs under the ATP.

Jacquolyn Duerr, California Department of Public Health, asked what the hold on expenditure will mean for ongoing programs such as Safe Routes to School. How much is left in reserves to finance existing projects.

April Nitsos, Local Assistance, responded that anything that has already been encumbered won't be affected, but that there is no new solicitation for this year. This includes Safe Routes to School, BTA, or TAP.

Jacquolyn Duerr, California Department of Public Health, asked if there will be a break in service and support in programs such as Safe Routes to School and if the adjournment is coming up, then will something be done now and with an urgency provision.

Mitch Weiss, California Transportation Commission, responded that those programs have a multi-year award and that there is a lot of impetus to get something done. In his opinion it will most likely be done before the deadline, but that there is no need for urgency because the program will be effective January 1<sup>st</sup>, 2014 regardless. If it makes an appropriation, then it will be with an urgency provision.

Jacquolyn Duerr, California Department of Public Health, commented that there is a general concern that it will take too long to achieve procurement, especially since the contract for Technical Assistance ends after June 30<sup>th</sup>, 2014.

Laura Cohen, Rails-to-Trails Conservancy, asked if the intent is to program two years out.

Mitch Weiss, California Transportation Commission, responded that he is unsure if programming two years out is still in the language.

Laura Cohen, Rails-to-Trails Conservancy, commented that it seemed if there were mechanisms in place such as an extensive plan list that it would be easier to fulfill obligation.

Mitch Weiss, California Transportation Commission, responded that some programs, such as the TE program, have had significant delivery problems and that only when there is over-programming that there are fewer delivery problems. State funding will not stay in the pot very

long and if federal funding and not used within the year specified, then it is gone. He suggested that ATP needs to give incentives to projects which are ready early.

April Nitsos, Local Assistance, concluded that when there is more information regarding ATP, she will share with ATLC.

## **5. New Bicycle Facilities Unit Manager**

Katie Benouar, Division Chief, Transportation Planning, introduced the new Bicycle Facilities Manager, Paul Moore.

Paul Moore, Local Assistance, introduced himself as the new Bicycle Facilities Program Manager and gave his background as a Transportation Planner of fifteen years in both municipal and state planning. He explained how he believes that the bicycle program and bicycle facilities are a fundamental part of Caltrans' multimodal approach to project delivery and safety. He explained that his first assignment as the Bicycle Facilities Program Manager was to write and edit the annual Non-motorized Transportation Facilities Report to the legislature. In doing so, he discovered that Caltrans has funded 148 projects for over 50 million dollars for the Safe Routes to School program and over 18 million dollars for bicycle facilities projects during the past two years. Over the past decade, Caltrans has funded hundreds of millions of dollars in non-motorized facilities and that is a significant accomplishment. He commented on the fact that the general public of California, as well as "decision makers" do not know these figures and do not understand the importance of funding Caltrans projects which benefit school children, bicyclists, ADA persons, and other non-motorized users. He believes that one of the roles of his job is to raise the profile of active transportation work and to increase the chances for future funding. He then asked for assistance with collecting examples of Safe Routes to School, Bicycle Facilities, ADA, or other projects which can be showcased as project success stories to the legislature and on fact sheets. He concluded that he is excited for this role at Caltrans and to work with everyone at the ATLC.

Kevin Pokrajac, Local Assistance, added that he is excited to have Paul Moore in the position of Bicycle Facilities Program Manager and thanked April Nitsos for filling in during the interim. He commented that there was a period of time when the proposed budget for the Local Assistance Bicycle Facilities Manager position was expected to be eliminated. He thanked the members of the ATLC for the push and support to keep this position and he believes that was a part of why Local Assistance was able to keep the position.

Mitch Weiss, California Transportation Commission, commented that he agreed with the idea of sharing success stories because they are what people understand. He also mentioned that Caltrans needs to create a vision for bicycling and should include it in the non-motorized report next year.

## **6. FY 13-14 Complete Streets Program**

Alyssa Begley, Office Chief, Community Planning, gave an overview of the complete streets program within Caltrans. Per DD-64-R1, Caltrans views all transportation projects as opportunities to improve safety, access, and mobility for all travelers in California. The Complete Streets Implementation Action Plan (CSIAP) which originated in 2010 has 73 department-wide tasks. Most of the high focus areas in the plan have been either completed or have had substantial progress. We know there is still more to do. The next step is a modest update of the CSIAP to gain an understanding of what has been done and what still needs to be done. Because of the FY 13/14 budget and the mainstreaming of complete streets practices, complete streets resources are down to

one position in the Office of Community Planning. This one position will be in charge of the overall coordination of complete streets including the CSIAP update and the continual development of a complete streets training course for Caltrans employees. The resources that were previously being used for complete streets in the districts have been reassigned to coordination and consultation work with the 111 federally recognized Native American Tribes within California. That work had formerly not been resourced. The Complete Streets Technical Advisory Committee, which includes coordination between districts and headquarters, will continue regardless of change in resources.

Jacquolyn Duerr, California Department of Public Health, asked about the positions that were expected to be eliminated in the budget for the ATP. She asked if these positions were frozen or will they stay.

Kevin Pokrajac, Local Assistance, added that the ATP had eight positions that were going to be consolidated down to five this year and expected to be at three positions next year. However, the legislature pushed back the Governor's proposal of ATP and the position changes haven't been implemented.

Jacquolyn Duerr, California Department of Public Health, emphasized to those working on the ATP plan that is being finalized right now, that she hopes the capacity and staff recourses are being considered along with the funding allocation.

Mitch Weiss, California Transportation Commission, responded that cuts are a challenge because he believes that the ATP is more work than all the programs before. There may be one application, but the evaluation criteria and funding process is going to be more complicated than before.

Katie Benouar, Division Chief, Transportation Planning, reassured everyone that regardless of resources, Caltrans is committed to Complete Streets, especially in the context of the California Transportation Plan, the Freight Plan, and the grant programs.

Paul Zykofsky, Local Government Commission, asked if any training was ever completed on the Complete Intersections Guide and if it went out to all the districts.

Brian Alconcel, Traffic Operations, responded that training has been implemented. Hard copies were sent to the districts and complete intersections were incorporated into both Traffic Operations Workshops; the Mobility Workshop and the Safety Workshop.

Alyssa Begley, Office Chief, Community Planning, added that the complete streets training, which is being planned for Caltrans staff, will be audited by Paul Zykofsky (Local Government Commission), Wendy Alfsen (California WALKS), and Laura Cohen (Rails-to-Trails Conservancy) for feedback from an outside perspective on course curriculum before it is rolled out.

## **7. ATLC Representation**

Alyssa Begley, Office Chief, Community Planning, expressed that there is continued interest from folks who want to join ATLC. The ATLC charter reflects a nomination and invitation process for members. A survey was sent to ATLC members regarding nomination. The results show that there is interest in having an ATLC member that reflects a rural perspective and an older adult

perspective. She then asked for discussion, confirmation, and ideas regarding who or which group to nominate.

Bob Planthold, California WALKS, agreed with the need for representation from the rural and older adults. He discussed the SHSP Challenge Areas regarding the increase in older drivers, as well as older adults who are no longer driving and using transit or walking. Regarding rural, there is a Humboldt County staffer named Tom Mattson who is extraordinary in showing the differences between urban and rural in issues and funding problems. Both rural and older adult populations have validity and need to be considered.

Paul Zykofsky, Local Government Commission, seconded that it makes sense to have representation from both groups. He added that the older adult group will be easy to solicit because there are so many groups interested in representing these issues, such as AARP. However, there may be issues with finding someone for the rural group representation.

Kevin Pokrajac, Local Assistance, added that from Californian Bicycle Advisory Committee membership solicitation, youth representation might be something to consider.

Kenneth Ryan, Mt. Shasta Recreation and Parks District, questioned the purpose of having membership in ATLC if there is no strict voting process.

Alyssa Begley, Office Chief, Community Planning, responded that membership is a reflection of accountability and Caltrans' effort to encompass a variety of outside perspectives. She agreed that there is no official voting process because ATLC is a discussion-based group.

Bob Planthold, California WALKS, added that ATLC should ask some larger groups such as the Rural Counties Taskforce, Native American Advisory Committee, and California Farm Bureau for their opinion on nominating a member or to suggest other groups. Regarding older adults, these groups can include California Senior Legislature and California Alliance of Retired Americans.

Kenneth Ryan, Mt. Shasta Recreation and Parks District, added that he believed that one of the major issues faced by older adults is the lack of resources provided to assist them in daily exercise (i.e. walking). His main concerns being from a rural area include encouraging pedestrian activities in rural settings and to include encouraging senior health in long term planning.

Jacquolyn Duerr, California Department of Public Health, agreed with Bob Planthold's suggestion and added to check with the Department of Aging. Additionally, she proposed adding youth groups because of change in transit demand; fewer youth are driving, more are using multimodal transportation.

Natalie Garcia, Strategic Growth Council, suggested looking into rural farm worker communities as their needs are a little different than general rural needs.

Alyssa Begley, Office Chief, Community Planning, concluded that she will look into organizations, check-in with ATLC members, then move forward with solicitations.

## **8. Complete Streets Implementation Action Plan**

Emily Mraovich, Community Planning, informed ATLC on the Complete Streets Implementation Action Plan (CSIAP) update. They have wrapped up the 2010 CSIAP with the 73 original action

items. The majority of these items have been completed or have made substantial progress. The plan update is going to be a modest update. There no longer is a Complete Streets Steering Committee, but the Complete Streets Technical Advisory Committee remains. The Office on Community Planning has met with 18 individual divisions or functional groups so far and will continue to meet with 8 more groups for focused meetings on action items and next steps. They are asking for discrete action items with nothing ongoing or vague. So far they have a [working draft of potential action items](#) that still needs to be refined by the identified lead divisions. The next draft will be taken to the October TAC meeting for further discussion. They hope to have the final CSIAP update approved December 2013 or January 2014.

Bob Planthold, California WALKS, asked if the ATLC would be able to get a copy of the draft revision of the CSIAP at November 21<sup>st</sup> meeting.

Emily Mraovich, Community Planning, responded that they will keep the request in mind and they should be able to share it then.

## **9. MAP-21 Performance Measures**

Garth Hopkins, Office Chief, Regional and Interagency Planning, spoke about how MAP-21 performance measures are gearing transportation agencies to be more performance based. MAP-21 identified a series of several performance measures so all states and MPOs can be on the same page and can report information from a national perspective.

The Federal Highway Administration (FHWA) will be sending out a series of three Notice of Proposed Rule Makings (NPRM). They will be sent out for review and comment soon and then each state have the ability come up with their own performance measures. California will most likely be doing that particularly through MPOs and at a regional level. Through the NPRM process, the federal government will be sending out three essential categories for performance measures they will be looking at. The first set of measures include serious injuries per vehicle miles travelled (VMT) and fatalities per VMT. The second set is highway system performance measures that include pavement conditions on the interstate, pavement conditions on the non-highway system, and bridge conditions. The third set includes traffic congestion, on-road mobile source emission, freight movement, performance of the interstate system, and performance of the non-interstate national highway system. Each set will come out at separate times, but all will be effective in spring 2015. There will be an opportunity for anyone interested to review and comment on all proposed performance measures in the beginning of 2014.

Recently, the San Diego Association of Governments (SANDAG) did a [statewide assessment of performance measures for all MPOs in California](#). Appendix B of the report is a chart that lists each MPO and indicates which performance measures they currently look at. This report clearly shows that there is no state level requirement for consistency between MPOs. There also is a large lack of data which constrains the types of performance measures we can look at. Caltrans is looking to enhance data collecting because Caltrans will be the source of information for statewide performance measures. Page ii of the report shows the proposed performance monitoring indicators that MPOs could implement statewide based on existing data. These are just some suggestions and there will be more discussion on these as we move forward. Page iii contains proposed performance monitoring indicators for future considerations. These performance measures are not plausible to be used until the data is collected and available.

Nicholas Compin, Traffic Operations, handed out a copy of a [letter](#) to Secretary Foxx that was developed from a group consisting of representatives from CalSTA, Natural Resources Agency, California Health and Human Services Agency, Environmental Protection Agency, and FHWA. This letter gives suggestions of different performance measures to the Federal Department of Transportation regarding congestion areas and the performance of the non-interstate and interstate portions of the National Highway System (NHS). The letter was developed keeping a broad-based framework and what was best for the State of California and in mind. They considered performance measures that would be consistent with MAP-21 and there is data for. The letter also mentions the need for more data. It suggests allowing flexibility towards how the states determine these performance measures. The letter also touches on performance measures such as travel time reliability, average peak period travel time, and the consideration for people and not just vehicles. Finally, with the NPRM process, California has asked to have an opportunity to have an impact on how the measures are specified and for flexibility in being able to do that.

Chris Ganson, Governor's Office of Planning and Research, added that a lot is being asked of the transportation industry these days, such as greenhouse gas emission reduction, air quality, health, etc. From a policy SB 375 perspective, the letter is a big step to show the metrics needed to go in that direction.

Bob Planthold, California WALKS, asked if there was a way to measure people being delayed. For example, is a bus being delayed the same measurement as a car being delayed?

Nicholas Compin, Traffic Operations, answered that it depends on if you have an accurate measurement of the number of people. The data could come from HOV lane counts that might be done several times a year. The measurement would be based on this kind of data.

Tracy Delaney, Public Health Alliance of Southern California, asked if there was a mode shift towards active transportation in performance measures. And if not, how can we get that kind of necessary data on a statewide or national level.

Nicholas Compin, Traffic Operations, answered that none of these performance measures specify or relate to a mode shift towards active transportation. Especially regarding walking and biking, Caltrans does not have that data. However, there are regional agencies that are collecting walking and biking data.

Mitch Weiss, California Transportation Commission, asked why this letter does not include anything about safety.

Nicholas Compin, Traffic Operations, answered that there are the three NPRM process categories and safety is another one. The safety rule makings are expected around October 2013. He added that safety performance measures on the highway system (not considering walking and bicycling) has been measured the same way for a long time and states have plenty of data to use for performance measures. With performance and congestion of the expanded NHS, the addition of signalized intersections has made it more difficult to measure delay.

Jacquolyn Duerr, California Department of Public Health, concurred that the main issue has been the data availability. She suggested that the National Household Travel Survey (NHTS) could test new questions toward things like gathering data for performance measures. Also, she commented that the NHTS does not always have current data and that there is discussion to have it constantly going out all the time.

Nicholas Compin, Traffic Operations, agreed that door-to-door travel time would be ideal, but the data is not there yet. Some road segments can be calculated, but not all segments yet. Rail and buses have a schedule so they are easier to track.

## **10. Open Discussion and Closing Remarks**

Katie Benouar, Division Chief, Transportation Planning, thanked everyone for their comments and feedback. She mentioned that there are a lot of challenging items to think about as we move forward. The next ATLC meeting is on November 21, 2013, at the Department of Transportation Building on the corner of 12<sup>th</sup> and N, second floor room 2116.

### **Future Agenda Items:**

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**Next 2013 Meetings** – November 21

### **Caltrans Contacts**

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