



Cal-B/C Training Module 8c

Cal-B/C Active Transportation Understanding Project Input Sheets and Data

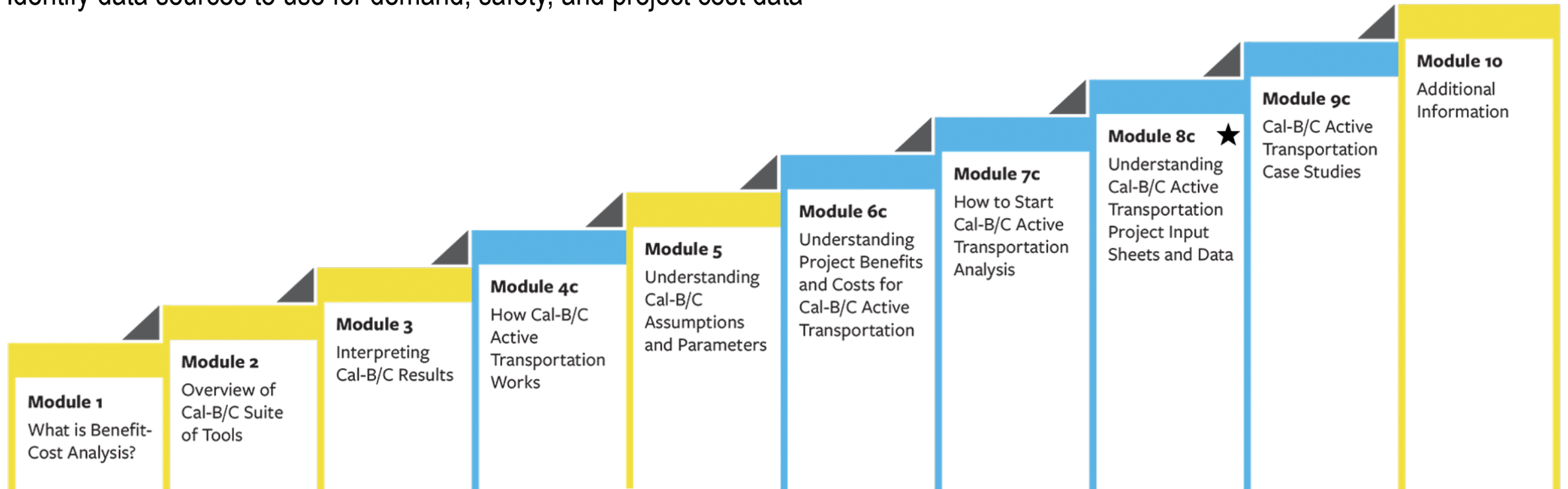


01

About This Module

This module will...

- Build on Modules 4c and 7c to provide more details on how to get data for your benefit-cost analysis (BCA) using Cal-B/C AT
- Identify data sources to use for demand, safety, and project cost data



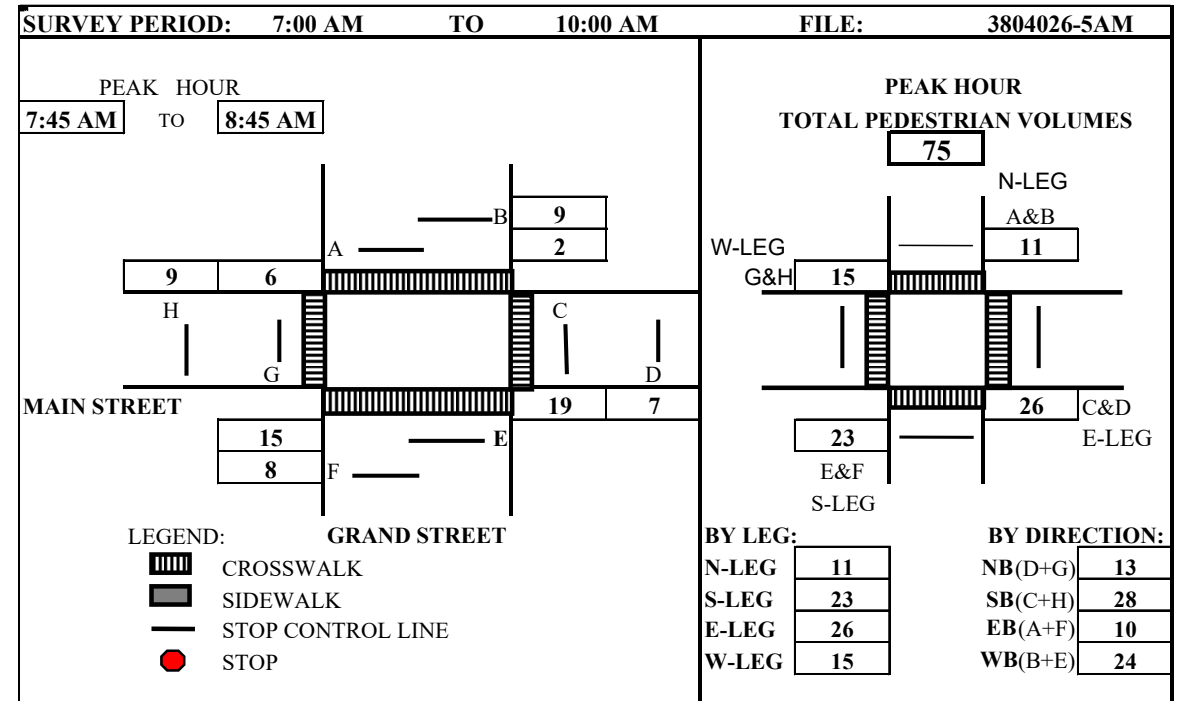
★ *This module is covered in this presentation*

Previous Modules...

- **Module 1** provided a basic introduction on benefit-cost analysis (BCA) and a general overview of how to conduct a BCA
- **Module 2** described the Cal-B/C suite of tools, discussed the types of projects that can be evaluated, and provided guidance on which tools to use for various project types
- **Module 3** presented the Cal-B/C results page, detailed what each output measure means, and explained how they are calculated
- **Module 4c** presented an overview of how Cal-B/C AT works including a review of all worksheets and inputs
 - This current module complements Module 4c
- **Module 5** highlighted the information in the Parameters worksheet and discussed key assumptions used by Cal-B/C
- **Module 6c** provided detailed information on how Cal-B/C AT calculates benefits
- **Module 7c** presented the 1-2-3 approach to starting a Cal-B/C AT analysis
 - This current module complements Module 7c

Requirements for Making Full Use of This Module

- Basic understanding of active transportation, transportation planning methodologies, data and terminology
- Ability to navigate websites and download relevant data
- Knowledge of Microsoft Excel and data analysis features
 - Including Excel functions and other features such as pivot tables and charting tools



02

Cal-B/C AT Data Entry Worksheets Overview

Module 8c: Cal-B/C AT Data Input Overview

Primary Cal-B/C Data Entry Worksheet

- Tool is designed to evaluate projects in the following categories:
 - Infrastructure Projects (IF)
 - Non-infrastructure Projects (NI)
 - Combined IF and NI projects
- Model Inputs

The screenshot shows a complex spreadsheet interface for data entry. Key sections include:

- PROJECT AND SITE CHARACTERISTICS (A):** Fields for District, Project Name, EA, and PPN, along with project type selection and length data.
- GENERAL USER CHARACTERISTICS (B):** Tables for cycling and pedestrian trip purposes and characteristics.
- EXISTING SEGMENT IMPROVEMENTS AND TRIP VOLUME (C):** Tables for existing facility lengths and pedestrian improvements.
- NEW FACILITY IMPROVEMENTS AND TRIP VOLUME (D):** Tables for new facility lengths and pedestrian improvements.
- Model Inputs (E):** A section at the bottom with a red box highlighting it, containing trip data for cycling and adults.

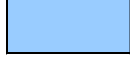



Worksheets where data will be entered

Worksheets where Cal-B/C performs calculations and tabulates results

Title	Instructions	Definitions	1a) Project Info	1b) Non-Inf Program Info	2) Model Inputs	3) Results	Journey Quality	Intersection Delay	Intersection Safety	Auto Accident Costs	Health - Absenteeism	Health - Reduced Mortality	Emissions	Final Calculations	PARAMETERS
	Instructions:	Definitions:	1a) Project Info:	1b) Non-inf Program Info:	2) Model Inputs:	3)Results:	Journey Quality:	Intersection Delay:	Intersection Safety:	Auto Accident Costs:	Health – Absenteeism:	Health – Reduced Mortality:	Emissions:	Final Calculations:	Parameters:
	Summary instructions on how to fill out each data item in Cal-B/C	Definitions for terms that are used in the tool for “trip types” and “user types”	Input data for capital projects to improve or construct bike routes	Input data and scoring system for non-infrastructure initiatives	Input data for: <ul style="list-style-type: none"> Cyclists and pedestrians' volumes Number of trips Users Miles traveled by trip 	<ul style="list-style-type: none"> BCA results Itemized Benefits (\$) Emission Savings (Tons) 	Calculates journey quality impacts for improved travel	Calculates travel time savings where bike and pedestrian facilities cross improved intersections	Calculates safety improvements for cyclists and pedestrians at improved intersections.	Calculates reduction in auto accidents costs from diversions to active transportation	Calculates health benefits for employers due to reduced absenteeism based on increased productivity	Calculates user health benefits associated with reduced risk of mortality	Calculates changes in emissions	Tabulates final results, including: <ul style="list-style-type: none"> Net present value Internal rate of return 	Key default analysis parameters and assumptions for all Cal-B/C tools

Review: Cell Color-Coding

- Cal-B/C AT requires few user inputs, but allows you to enter more inputs when data is available
- Cells in the worksheets are color-coded:
 - **Green** cells indicate required data
 - You must input values for Cal-B/C to work for the particular analysis being performed
 - Cal-B/C descriptions tell you what cells need to be used for a given analysis
 - For example, if analyzing a new bike route project, the miles of new facility must be entered in the appropriate green cells.
 - **Red** cells provide default values that you can change if needed
 - For example, Cal-B/C provides default bike facility classifications (I, II, III, IV).
 - **Blue** cells contain values calculated by the model for No Build and Build Scenarios
 - **Gray** cells cannot be overridden and contain values calculated by the model. Most of these cells represent data quality checks for the user

-  - Cal-B/C calculates cell value, but user can override result if better data is available.
-  - User must enter data for Cal-B/C to work correctly.
-  - Cal-B/C provides default values that can be overridden by the user if better data is available.
-  - Cal-B/C calculates value. Should not be overridden. Typically used for quality control.

Suggested Data Sources for Evaluations in Cal-B/C AT

Pedestrian and Cyclist Volumes

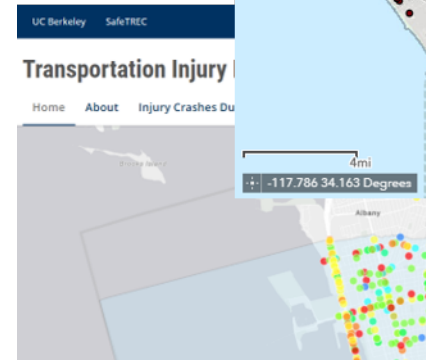
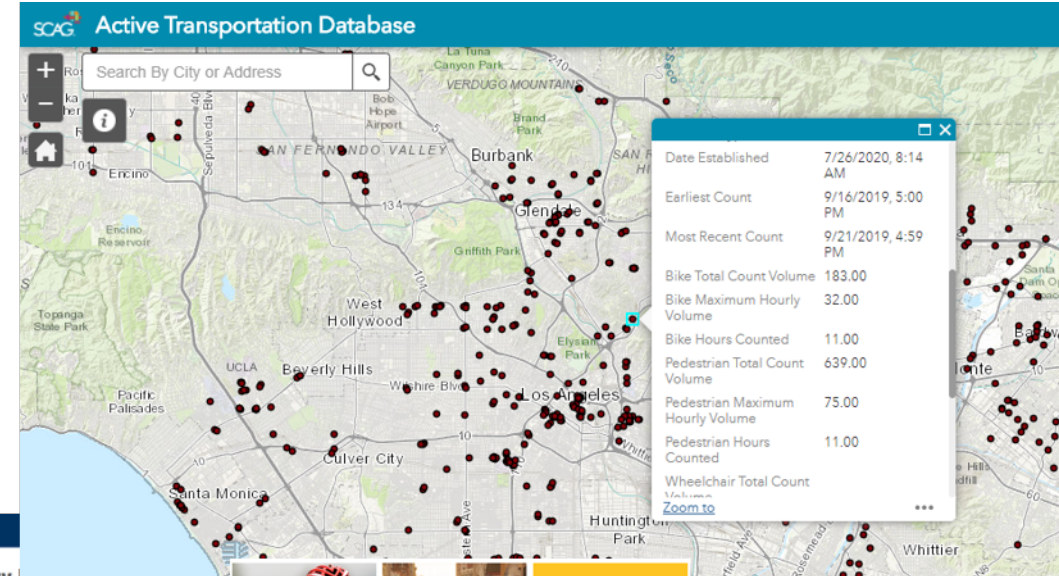
- MPO/regional/county/city database of active transportation counts
- Automated counters
- Field data collection

Traffic Collision and Safety Data

- California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS)
- Transportation Injury Mapping System (TIMS)
- Other Sources (e.g., Transportation Research Board publications)

Project Costing Data

- Project Study Report (PSR) or other Project Initiation Document
- Project Report (PR)
- Regional Transportation Improvement Program (RTIP)



About TIMS

The Transportation Injury Mapping System (TIMS) has been developed over the past five-plus years by SafeTREC to provide quick, easy and free access to California crash data, the Statewide Integrated Traffic Records System (SWITRS), that has been geocoded by SafeTREC to make it easy to map out crashes.

[Learn More](#)

ALAMEDA COUNTY
Pedestrian and Bicycle
Manual Counts Report, 2002 - 2012

ALAMEDA
County Transportation
Commission

Published August 2013
Prepared by Wheeler Planning and Switchpoint Planning for
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
www.AlamedaCTC.org

Side 1: Intersection Pedestrian Count Sheet

1 to 4

Mainline Roadway: _____
Intersecting Roadway: _____
Observer Name(s): _____
Date: _____ Observation Time: (Start) (End) _____
Temp. (°F): _____ Sunny, cloudy, rainy, etc.: _____
Description of Specific Observation Location: _____

Street Name (B to D): _____

2 to 3

Please give completed form to:
Name: _____
Address: _____
Tel: _____
Fax: _____
Email: _____

Tally each time a pedestrian crosses each leg of the intersection (count all crossings within 50 ft of the crosswalk). If the pedestrian is female, mark an "O"; if male, mark an "X"; unknown, mark a "-".

Cal-B/C Data Entry Worksheets – Important Notes

- Tool is designed to evaluate projects in the following categories:

- Infrastructure Projects (IF)
- Non-infrastructure Projects (NI)
- Combined IF and NI projects

- Not all cells require data entry

- Cal-B/C AT data item headers indicate if data is required

Infrastructure Projects

The Infrastructure Projects worksheet is divided into five main sections:

- PROJECT AND SITE CHARACTERISTICS:** Includes fields for Project Type, Length, Location, and Construction details.
- GENERAL USER CHARACTERISTICS (BASED ON PROJECT LOCATION):** Contains tables for Trip Purposes (Commuting, Recreational, Other) and General Trip Characteristics (Distance, Time) for both Cycles and Pedestrians.
- EXISTING SEGMENT IMPROVEMENTS AND TRIP VOLUME:** Features a table for 'Improvement Characteristics' (Bike Paths, Bike Lanes, etc.) and 'Trip Data - Adults' (Cycling, Pedestrian) with columns for 'No Build' and 'Build' scenarios.
- NEW FACILITY IMPROVEMENTS AND TRIP VOLUME:** Similar to the existing segment section, but for new facilities, including 'Trip Data - Children - SRFS'.
- INTERSECTION IMPROVEMENTS - TIME SAVINGS AND ACCIDENT REDUCTION DATA:** Contains sections for 'Reduced Delay Due to Intersection Improvements', 'Accident Rate - Current Conditions', and 'Safety Countermeasures'.

Non-Infrastructure Projects

The Non-Infrastructure Projects worksheet focuses on program characteristics and includes the following sections:

- Programmatic Initiatives?** A dropdown menu set to 'No'.
- Scale of Initiative:** A dropdown menu set to 'Participants / Beneficiaries'.
- Scoring Criteria:** A table with columns for 'Criteria', 'Criteria Weight', and 'Indicator-Weighted Score'.
 - 1) Target Audience:** Includes indicators for 'Younger than 10', '10-12', '13-24', '25-55', and '55+'. Total score: 25%.
 - 2) Characteristics Promotional Effort:** Includes indicators for 'Effort Targets 5 E's or 5 P's', 'Knowledgeable Staff/Educator', 'Partnership/Volunteers', and 'Creates Community Ownership/Relationship'. Total score: 25%.
 - 3) Type of Impact and Messaging:** Includes indicators for 'Outreach is Hands-on (self-efficacy)', 'Overcome Barriers (e.g., dist, time, etc.)', 'Eliminates Hazards/Threats (speed, crime, etc.)', and 'Connected or Addresses Connectivity Challenges'. Total score: 25%.
 - 4) Frequency of Outreach Effort:** Includes indicators for 'One Day', 'One Month', 'One Year', and 'Multiple Years'. Total score: 25%.
- Projected New Active Transportation Cyclists:** Includes 'Number of Potential New Facility Users' and 'Program Impact Score'.
- Projected New Active Transportation Pedestrians:** Includes 'Number of Potential New Facility Users' and 'Program Impact Score'.
- Cost Effectiveness:** Includes 'Total Discounted Cost' and 'Cost per Program Impact Score'.

Cal-B/C Data Entry Worksheets – Model Inputs

- User can override data in the blue “Calculated by Model” cells by entering data in the green “Changed by User” cells

Daily Volume Inputs

- 2A: Cycling Existing Facility
- 2B: Cycling New Facility
- 2E: Pedestrian Existing Facility
- 2F: Pedestrian New Facility

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build - Cycling				
Year 1				
Annual Trips - Commuting	0		0	
Annual Trips - Other Destinations	0		0	
Annual Trips - Recreational	0		0	Recreational Users not Included in Benefits
Users - Commuting	0		0	
Users - Other Destinations	0		0	
Users - Recreational	0		0	Recreational Users not Included in Benefits
Total Miles - Commuting	0		0	
Total Miles - Other Destinations	0		0	
Total Miles - Recreational	0		0	Recreational Users not Included in Benefits
Year 20				
Trips - Commuting	0		0	
Trips - Other Destinations	0		0	
Trips - Recreational	0		0	Recreational Users not Included in Benefits
Users - Commuting	0		0	
Users - Other Destinations	0		0	
Users - Recreational	0		0	Recreational Users not Included in Benefits
Total Miles - Commuting	0		0	
Total Miles - Other Destinations	0		0	
Total Miles - Recreational	0		0	Recreational Users not Included in Benefits

Daily Volume Inputs – Safe Routes to School

- 2C: Cycling New SRTS
- 2D: Cycling Existing SRTS
- 2G: Pedestrian New SRTS
- 2H: Pedestrian Existing SRTS

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build - Cycling				
Year 1				
Annual Trips - SRTS	0		0	
SRTS Users	0		0	
Total Miles - SRTS	0		0	
Year 20				
Annual Trips - SRTS	0		0	
SRTS Users	0		0	
Total Miles - SRTS	0		0	
Build - Cycling				
Year 1				
Annual Trips - SRTS	0		0	
SRTS Users	0		0	
Total Miles - SRTS	0		0	
Year 20				
Annual Trips - SRTS	0		0	
SRTS Users	0		0	
Total Miles - SRTS	0		0	

Suggested Data Sources for Cal-B/C AT Evaluations by Input Item

Section Title	Data Input Item 1a) Project Info		To Find, Look at Cell	Suggested Data Sources (for required input cells; or to update Cal-B/C estimates or default values)
1A) Project and Site Characteristics	Type of Project		C9	Depends on proposed project
	Total Project Length	Total Existing Facility Length (miles)	E13	Depends on proposed project
		Total New Facility Length (miles)	E14	
	Project Location		D17	Depends on proposed project location
	Safe Route to School?		D19	Depends on proposed project
	Programmatic Initiatives		D21	Depends on proposed project
Construction		E24	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source	
1B) Existing Segment Improvements and Trip Volume	Existing Facility Length	Class I, II, III, IV bikeways	E35-E38	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source
	Pedestrian Improvements		D42-D48	
	Trip Data - Adults	Cycling: Daily Trips and Project Annual Growth	D52-D56	Pedestrian and Bicycle Counts, Field Data Collection
		Pedestrian: Daily Trips and Project Annual Growth	D59-D63	
	Trip Data - Children - SRTS	Cycling: Daily Trips and Project Annual Growth	D67-D71	
Pedestrian: Daily Trips and Project Annual Growth		D74-D78		
1C) Intersection Improvements - Time Savings and Accident Reduction Data	Time Savings Parameters	Number of Improved Intersections	E87	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source
		Time Savings per Improved Intersection	E88	
		Intersection improvements on SRTS	E89	
	Accident Rate - Current Conditions	Cyclists: Total, Fatal, Injury, PDO	E94-E101	SWITRS, TIMS
		Pedestrians: Total, Fatal, Injury, PDO	E104-E111	
	Safety Countermeasures	Signalized Intersection	E116-E119	Crash Modification Factors Clearinghouse
		Unsignalized Intersection	E121-E124	
		Roadways - relevant for pedestrians	E126-E128	
Other Reduction Factor Countermeasures		D129		

Suggested Data Sources for Cal-B/C AT Evaluations by Input Item (cont.)

Section Title	Data Input Item for 1a) Project Info		To Find, Look at Cell	Suggested Data Sources (for required input cells; or to update Cal-B/C estimates or default values)
1D) General User Characteristics	Cycling	Trip Purpose	O11:O13	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source
		General Trip Characteristics	O15:O16	
	Pedestrian	Trip Purpose	O20:O22	
		General Trip Characteristics	O24:O26	
1E) New Facility Improvements and Trip Volume	New Facility Length	Class I, II, III, IV bikeways	O35:O38	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source
	Pedestrian Improvements		O42:O48	
	Trip Data - Adults	Cycling: Daily Trips and Project Annual Growth	O52:O56	
		Pedestrian: Daily Trips and Project Annual Growth	O59:O63	
	Trip Data - Children - SRTS	Cycling: Daily Trips and Project Annual Growth	O67:O71	
		Pedestrian: Daily Trips and Project Annual Growth	O74:O78	
1F) Project and Requested Funds	Direct Project Costs	Initial Project Costs (Support, R/W, Const.)	Y12:AA12	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source
		Subsequent Costs (O&M, Rehab)	AB24:AC43	
1G) Program Costs and Requested Funds	Direct Project Costs	Initial Project Costs (Support, R/W, Const.)	Y56:AA56	Project Initiation Document (PID)/Project Study Report (PSR)/Project Report (PR) or other source
		Subsequent Costs (O&M, Rehab)	AB68:AC87	
	ATP Requested Funds		W90	

Suggested Data Sources for Cal-B/C AT Evaluations by Input Item (cont.)

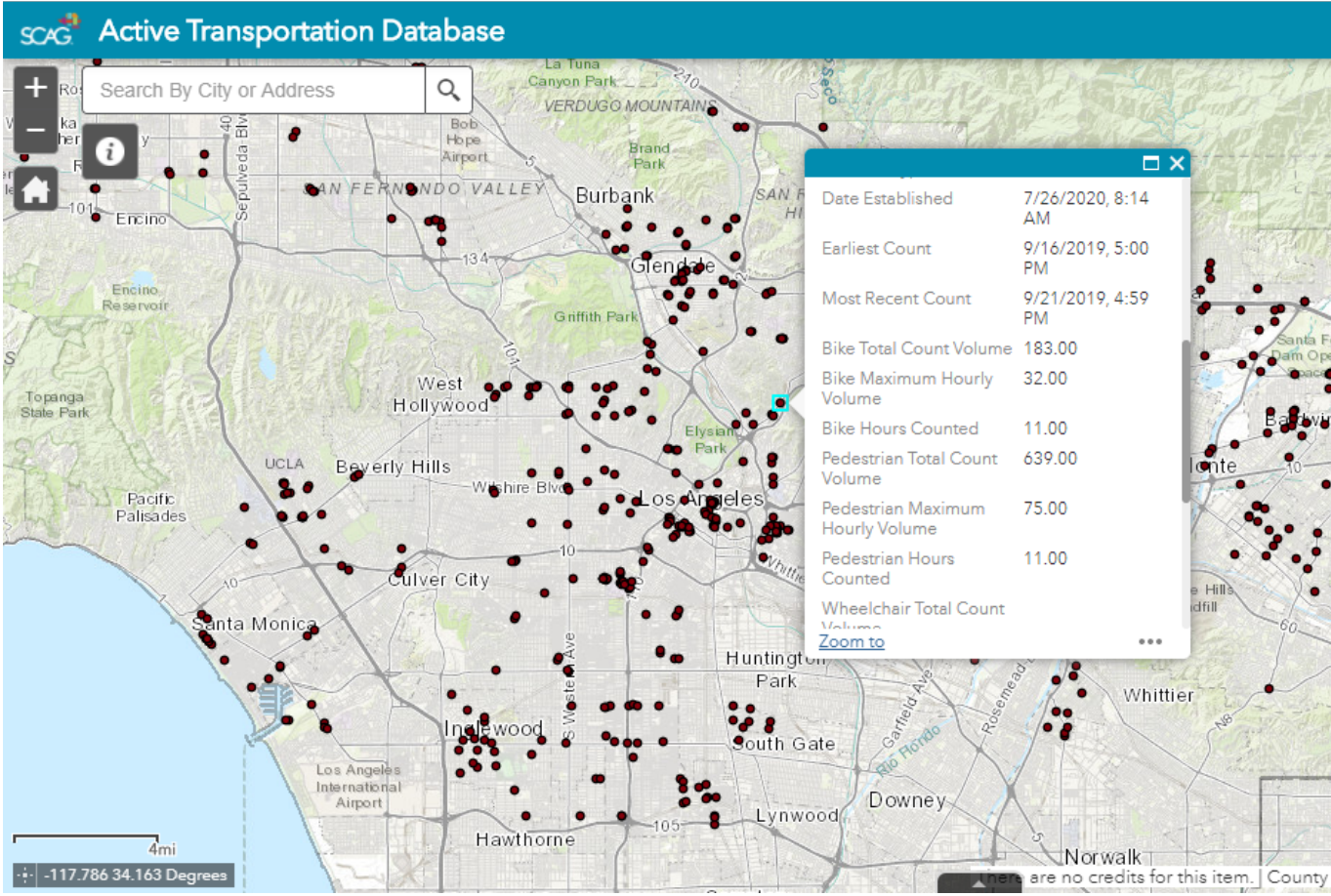
Section Title	Data Input Item for 1b) Non-Inf Program Info		To Find, Look at Cell	Suggested Data Sources (for required input cells; or to update Cal-B/C estimates or default values)
1) Non-Infrastructure Program Characteristics	Programmatic Initiatives		C10	Depends on proposed project
	Participants/Beneficiaries	Number of People Reached	E14:E16	
	1) Target Audience	% of target audience in age group	E26:E30	
	2) Characteristics Promotional Effort		E37:E41	
	3) Type of Impact and Messaging		E48:E52	
	4) Frequency of Outreach Effort		E59:E63	

03

Pedestrian and Cyclist Demand

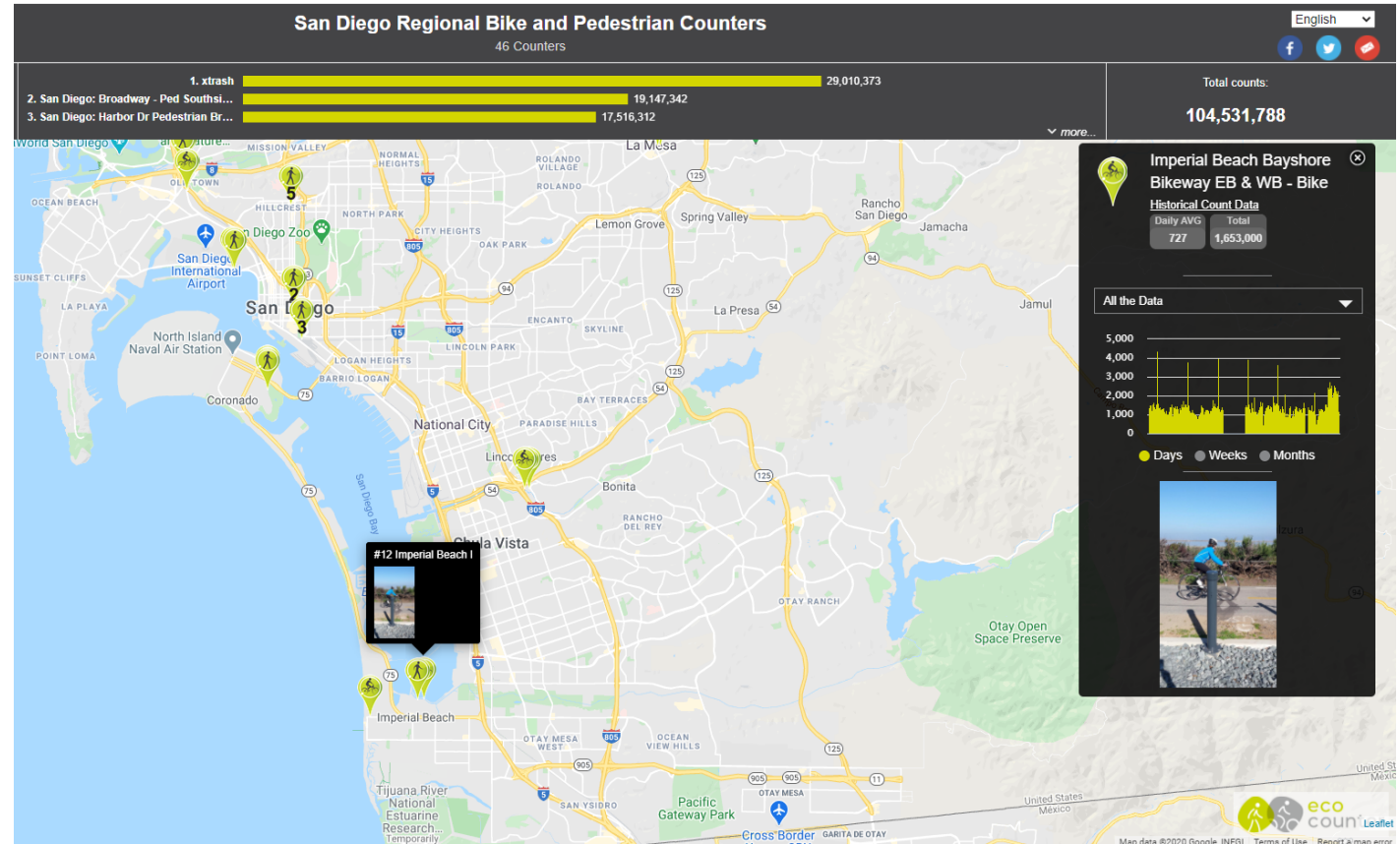
MPO Database-SCAG Active Transportation Database

- The Active Transportation Database (ATDB) was developed to collect and store active transportation volume counts
- SCAG has compiled relevant datasets
- <https://maps.scag.ca.gov/atdb/>



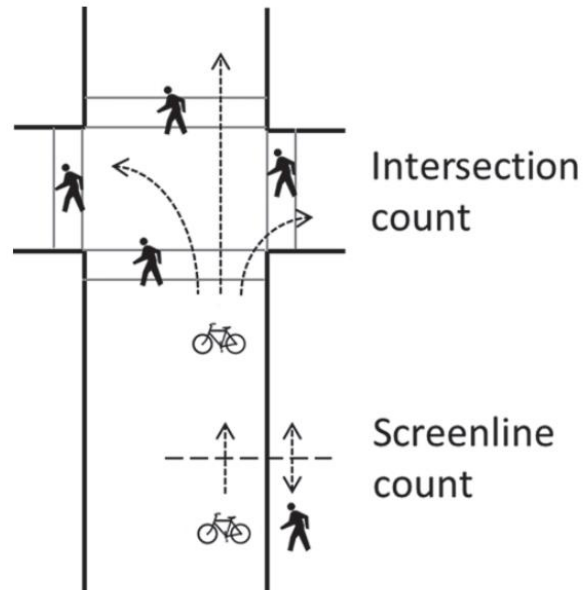
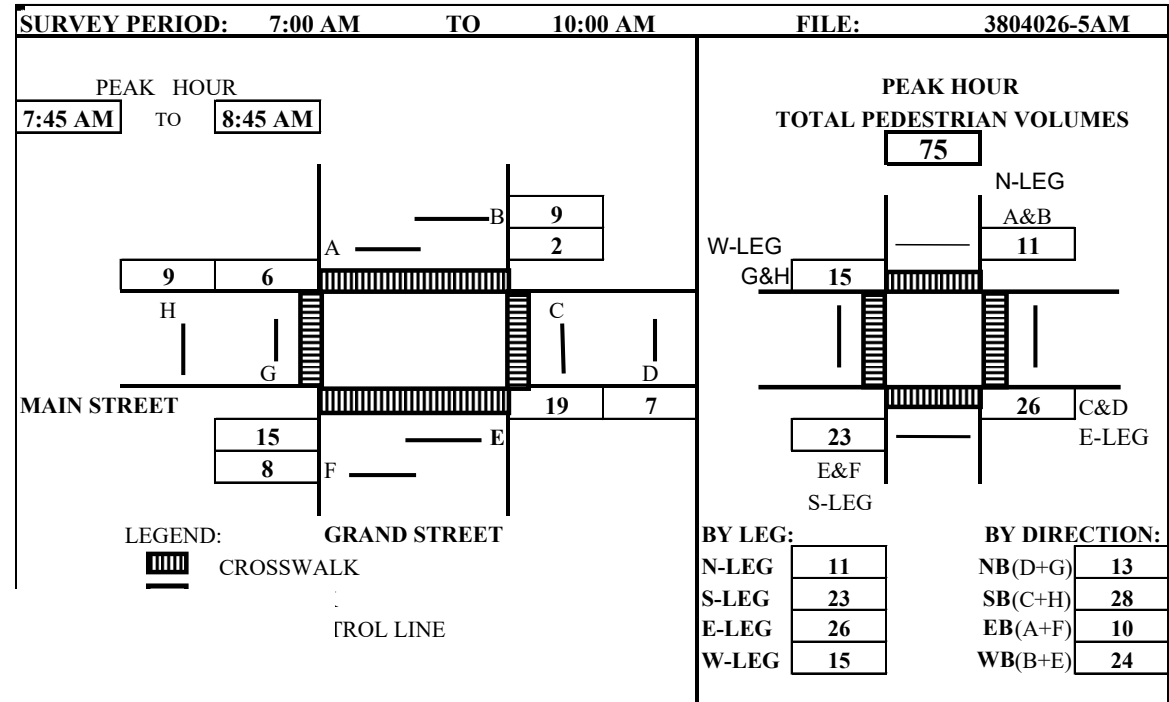
Automated Counters-San Diego Regional Bike and Pedestrian Counters

- SANDAG installed 54 counters at 37 sites across San Diego Region in 2012
- Data is collected every 15 minutes and uploaded daily
- Three types of counters
 - Bicyclists
 - Pedestrians
 - Both
- <http://www.eco-public.com/ParcPublic/?id=681#>



Manual Counts

- Field data collection can be used where other automatically collected data may not be available or have sufficient quality
- Intersection counts include counts of pedestrians crossing each roadway leg or counts of bicyclists turning left, turning right, or going straight
- Screenline counts are counts of the number of pedestrians or bicyclists crossing an imaginary



U.S. Census Bureau - American Community Survey (ACS)

- Population, socioeconomic, demographic, journey-to-work data available for a wide range of sketch forecasting
- Mode share data available by different geographies: census tracts, zip codes, county, etc...
- Grant applications for improvements often request ACS-based information

AMERICAN COMMUNITY SURVEY (ACS)

About the ACS

Respond to the ACS

News & Updates

Data

Microdata

Guidance for Data Users

Geography & ACS

Technical Documentation

Methodology

Library

Operations and Administration

Contact Us

< Back to Our Surveys & Programs

American Community Survey (ACS)

The American Community Survey (ACS) helps local officials, community leaders, and businesses understand the changes taking place in their communities. It is the premier source for detailed population and housing information about our nation.

How do I respond to the ACS?

ACS data help with COVID-19 response efforts

Should I respond to both the ACS and 2020 Census?

Data

<https://www.census.gov/programs-surveys/acs>

Other Sources

- MPO/Regional/County/City Report
 - Annual counts at select locations



City of San Francisco 2009 Pedestrian Count Report



ALAMEDA COUNTY
**Pedestrian and Bicycle
Manual Counts Report, 2002 - 2012**



*Published August 2013
Prepared by Wheeler Planning and Switchpoint Planning for*

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
www.AlamedaCTC.org

Active Transportation Demand Forecasting

- Wide range of tools can be used
 - Regional travel demand models for regional, corridor, or subarea planning
 - GIS or simulation tools for corridor level plans
 - Basic sketch planning tools for local projects
- The most basic, high-level estimates can be derived using census data
 - Multiply ACS mode share data by population data to estimate AT demand
 - Develop “per square mile” estimate and apply to project area
 - Use population forecast estimates from regional modeling or other source to get growth forecast
- Other considerations:
 - Land use along the corridor
 - AT demand usage along similar corridors
 - Are there other alternative corridors for serving the demand?
 - Realize that current AT counts may underestimate demand if appropriate AT facilities currently are not available
 - Recognize that facility class can impact demand

NCHRP REPORT 770

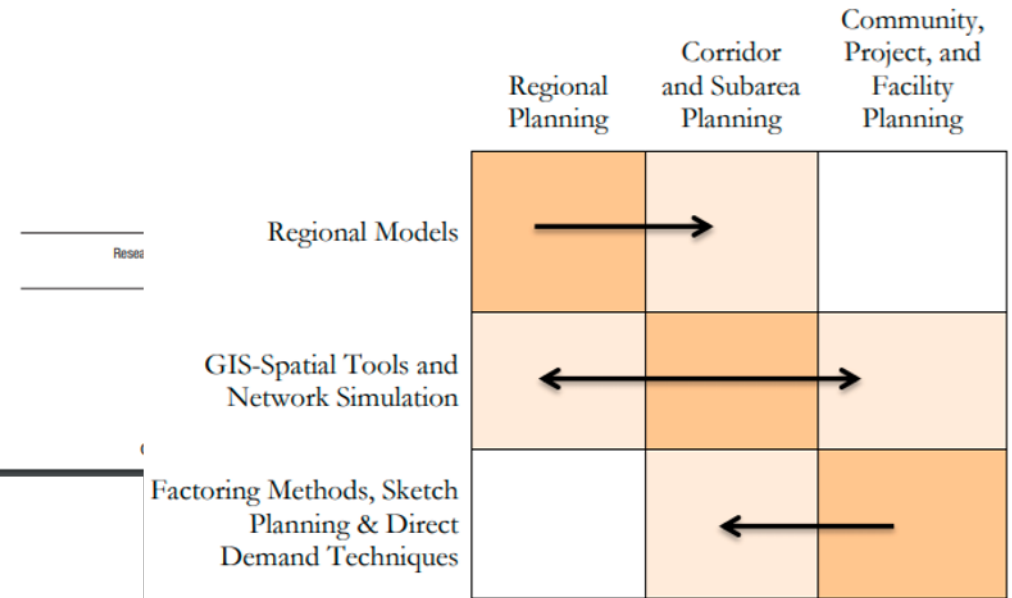
Estimating Bicycling and Walking for Planning and Project Development: A Guidebook

J. Richard Kuzmyak
RENAISSANCE PLANNING GROUP
Arlington, VA

Jerry Walters
FEHR & PEERS
Walnut Creek, CA

Mark Bradley
MARK BRADLEY RESEARCH AND CONSULTING
Santa Barbara, CA

Kara M. Kockelman
UNIVERSITY OF TEXAS
Austin, TX



05

Traffic Collision Data

Statewide Integrated Traffic Records System (SWITRS)

- Database that collects and processes detailed data gathered from a collision scene by CHP and local law enforcement
- Account required to access detailed reports and data
- California accident data by locations, dates and collision types
- Used for collision data off the State Highway System (SHS) – TASAS should be used for SHS projects
- Downloadable but requires extensive data manipulation
- Data that can be used in Cal-B/C includes:
 - Total Accidents (Tot)
 - Fatal Accidents (Fat)
 - Injury Accidents (Inj)
 - Property Damage Only (PDO) Accidents
- <https://iswitrs.chp.ca.gov/Reports/jsp/index.jsp>

The image displays two screenshots. The top screenshot shows the SWITRS website interface, including the California Highway Patrol logo, navigation menu, and a login section. The bottom screenshot shows an Excel spreadsheet with a data table of traffic collisions.

CASE_ID	ACCIDENT	PROC_DA	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_I	REPORTING_DISTRIC	DAY_OF	V	CHP_SHIF	POPULATI	CNTY	CITY_LO
1	6980428	2015	20151112	1941	20150621	1247	10658			7	5	7	194
2	8371443	2017	20170609	1941	20170506	2500	10861						
3	8068295	2016	20160621	1941	20160610	500	6311						
4	8347200	2017	20170417	1941	20170405	333	10911						
5	8064659	2016	20160624	1941	20160603	556	10805						
6	8513141	2017	20180119	1931	20171213	837	5304						
7	6244413	2013	20140421	1941	20131007	1748	6287						
8	8422238	2017	20170803	1941	20170721	520	11007						
9	8151848	2016	20161026	1941	20161009	1244	10042						
10	8041984	2016	20160527	1909	20160514	1245	560						
11	8486588	2017	20180109	1931	20171011	912	5304						
12	8440707	2017	20170911	1931	20170817	1631	5304						
13	8399963	2017	20170705	1907	20170619	1015	238						
14	6941724	2015	20151019	1941	20150525	2254	10545						
15	6446622	2014	20150305	1941	20140407	503	6287						
16	8283016	2016	20170125	1941	20161227	2140	6042						
17	8085729	2016	20160727	1948	20160626	235	450						
18	6693006	2014	20141202	1973	20140924	1900	607						

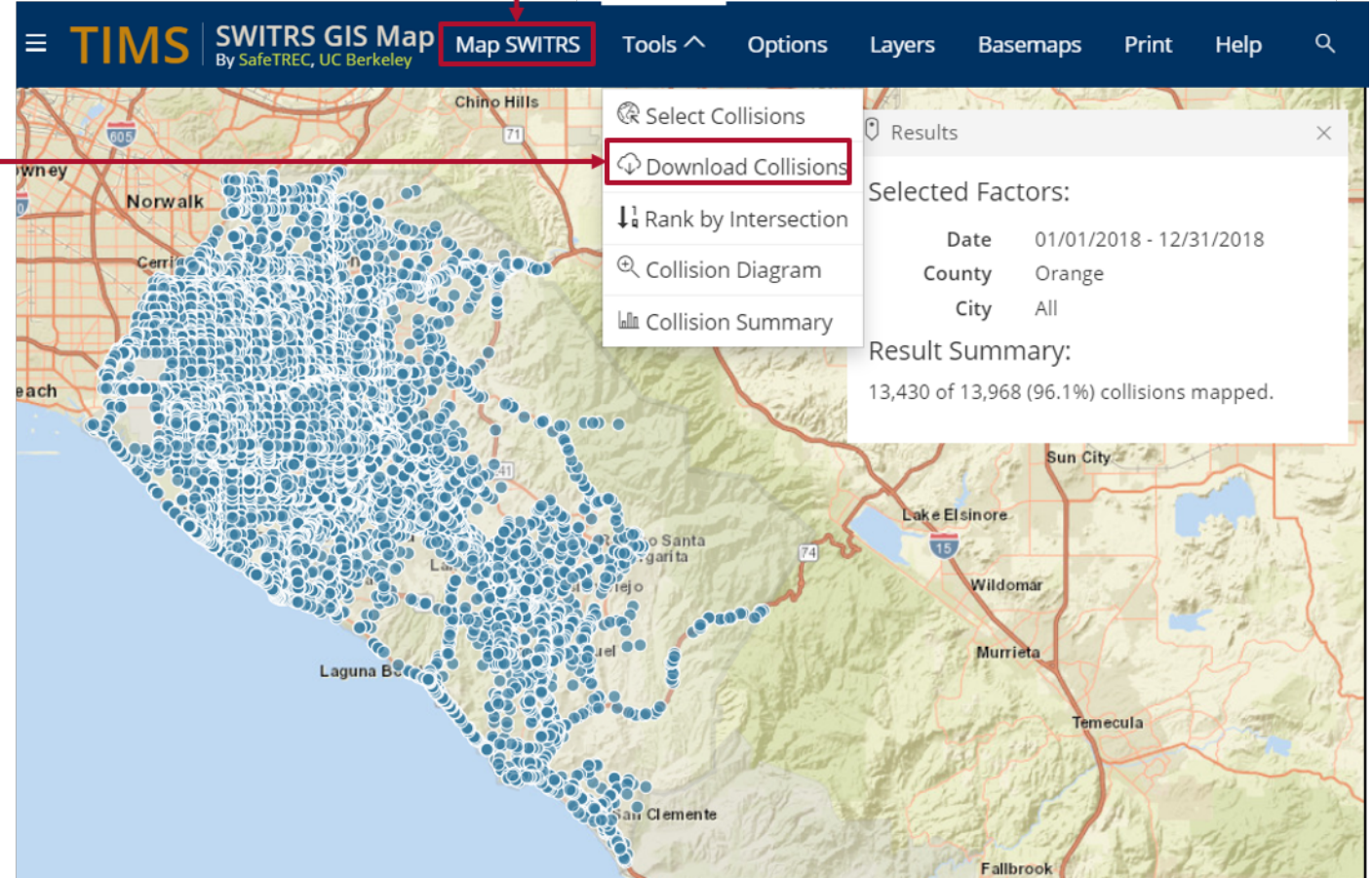
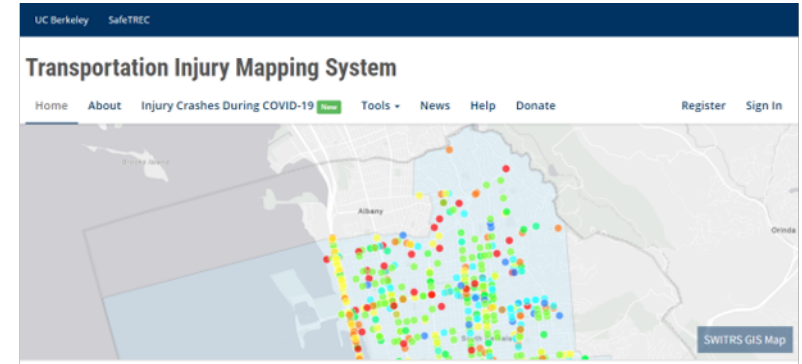
The Excel spreadsheet also includes a pivot table summarizing the data by reporting district and year:

Reporting District	2013	2014	2015	2016	2017
Atlantic_Primary	1	4	1	3	
Atlantic_Secondary					1
Cherry/Garfield/Eastern_Primary	5	1	3		
Cherry/Garfield/Eastern_Secondary					2
Fwy_At_Atantic			1	1	2
Fwy_At_Cherry/Garfield/Eastern	1	1			
Fwy_At_Eastern (West)	1			1	
Not a 710 ICM Arterial	1	3	2	3	1
(blank)	63	70	78	71	59
Grand Total	72	76	84	80	68

Transportation Injury Mapping System (TIMS)

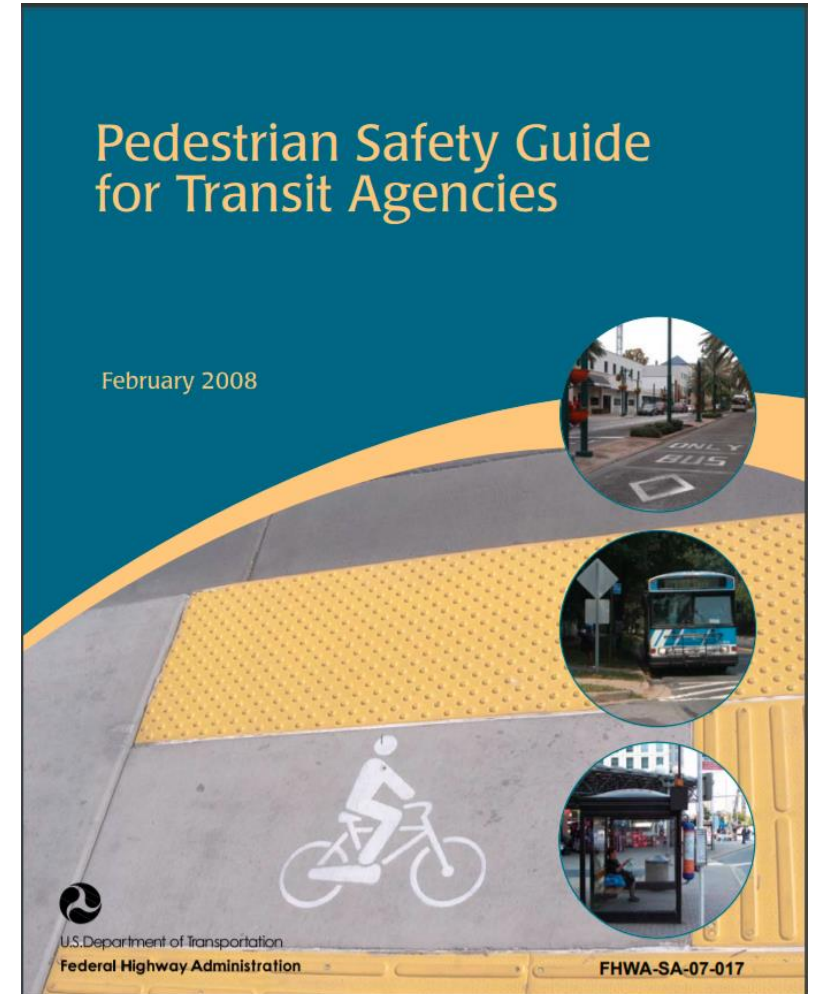
- Filter by:
 - Date
 - Location: County/City/Route, Tribal Area, Public Schools, Zip Code
 - Bicycle Collisions or Pedestrian Collisions

- Download Collisions
 - <https://tims.berkeley.edu/>



Other Sources for Safety Data

- For percent reduction in transit accidents, other documentation and research can be utilized
 - https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/transit_guide.pdf



06

Project Costing Data

Module 8c: Project Costing Data

Project Costs – Direct Initial Costs

- The level of detail for cost estimates depends on where the project is in the development process
 - Plans, Specifications and Estimate (PS&E), Project Report (PR), and Project Study Reports (PSR) will provide detailed cost estimates in the appendices
 - Regional Transportation Improvement Programs (RTIP) and Caltrans State Highway Operation and Protection Program (SHOPP) have project costs broken down by “capital” and “support”, but without details
- Non-Infrastructure Program Costs
 - Programs that are intended to reach target audiences through a variety of outreach and training mechanisms
 - Community outreach
 - Informational Materials
 - Enforcement

Note: Remember to enter costs in thousands of dollars (1000\$). Otherwise, you will not get a correct Benefit/Cost Ratio

1
2 Enter all project and program costs (in today's dollars) in the two tables shown below. Costs during construction should be entered in the first row.
3 Project costs (including maintenance and operating costs) should be not of costs without project.
4
5
6
7
8
9

10
11
12
13
14
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1F PROJECT COSTS AND REQUESTED FUNDS (enter in thousands of dollars)

Col. no.	Year	Construction Years	DIRECT PROJECT COSTS				TOTAL COSTS (in dollars)		
			Project Support	INITIAL COSTS		SUBSEQUENT COSTS		Constant Dollars	Present Value
				R # W	Construction	Maint.# Op.	Rehab.		
Infrastructure Program Costs									
	1	0					\$0	\$0	
	2	0					0	0	
	3	0					0	0	
	4	0					0	0	
	5	0					0	0	
	6	0					0	0	
	7	0					0	0	
	8	0					0	0	
Annual Infrastructure O&M Costs									
	2						0	0	
	3						0	0	
	4						0	0	
	5						0	0	
	6						0	0	
	7						0	0	
	8						0	0	
	9						0	0	
	10						0	0	
	11						0	0	
	12						0	0	
	13						0	0	
	14						0	0	
	15						0	0	
	16						0	0	
	17						0	0	
	18						0	0	
	19						0	0	
	20						0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	
ATP REQUESTED FUNDS									
	Total								

Infrastructure Program Costs

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1G PROGRAM COSTS AND REQUESTED FUNDS (enter in thousands of dollars)

Col. no.	Year	Construction Years	DIRECT PROJECT COSTS				TOTAL COSTS (in dollars)		
			Project Support	INITIAL COSTS		SUBSEQUENT COSTS		Constant Dollars	Present Value
				R # W	Construction	Maint.# Op.	Rehab.		
Non-Infrastructure Program Costs									
	1						\$0	\$0	
	2						0	0	
	3						0	0	
	4						0	0	
	5						0	0	
	6						0	0	
	7						0	0	
	8						0	0	
Annual Non-Infrastructure O&M Costs									
	2						0	0	
	3						0	0	
	4						0	0	
	5						0	0	
	6						0	0	
	7						0	0	
	8						0	0	
	9						0	0	
	10						0	0	
	11						0	0	
	12						0	0	
	13						0	0	
	14						0	0	
	15						0	0	
	16						0	0	
	17						0	0	
	18						0	0	
	19						0	0	
	20						0	0	
	Total		\$0	\$0	\$0	\$0	\$0	\$0	
ATP REQUESTED FUNDS									
	Total								

Non-Infrastructure Program Costs

Project Costs – Subsequent Costs

- Caltrans and regional agencies have estimates for maintenance and operating costs for various facilities
- Subsequent costs should be entered as a NET increase or decrease from the No Build case
 - May be positive (e.g., increased cost due to a new lane being constructed)
 - May be negative (e.g., avoided maintenance or rehabilitation)



8/31/2020

Public Project Listings

Draft 2021 Federal Transportation Improvement Program
Los Angeles County Project Listing
Local
(in \$000's)

<i>FTIP ID</i>	LATP17S029	<i>FTIP Amendment</i>	LA County (METRO) 21-00	<i>Conform Category</i>	TCM Committed	<i>Total Project Cost</i>	\$2,243			
<i>Lead Agency</i>	BALDWIN PARK			<i>Modeling</i>	NO					
<i>County</i>	Los Angeles	<i>Primary Program Code</i>	NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW	<i>Air Basin</i>	SCAB	<i>RTP ID</i>	7120004			
<i>System</i>	Local Hwy									
<i>Project Limits</i>	At various locations Ramona Blvd to Baldwin Park Blvd									
<i>Description</i>	Construct 2.3 miles of Class I shared-use path ("trail"). Develop conceptual designs for 6.8 mile Class I trail along Walnut Creek and 15.3 miles of on-street Class II and Class III bikeways.									
<i>Phase</i>	<i>Fund Source</i>	<i>(in \$000s)</i>								
		<i>Prior</i>	<i>20/21</i>	<i>21/22</i>	<i>22/23</i>	<i>23/24</i>	<i>24/25</i>	<i>25/26</i>	<i>Future</i>	<i>Total</i>
CON	AGENCY - Agency	-	\$388	-	-	-	-	-	-	\$388
CON	ATP - Active Transportation Program	\$1,355	-	-	-	-	-	-	-	\$1,355
CON	STPL - STP Local	-	\$500	-	-	-	-	-	-	\$500
	<i>Total Construction</i>	\$1,355	\$888	-	-	-	-	-	-	\$2,243
	<i>Total Programmed</i>	\$1,355	\$888	-	-	-	-	-	-	\$2,243

07

Conclusion

In this module, you learned...

- About potential data sources for data input and project costing for Cal-B/C AT
- How to get data from these sources

What's Next?

- **Module 9c** walks through an example project of an Active Transportation BCA
- **Module 10** closes out the training and will summarize other resources to learn more about BCA