

2019 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM (rATP)

Cycle 4

MTC Resolution No. 4324, Revised

For the Nine-County San Francisco Bay Area Region
Fiscal Year 2019-20 through FY 2022-23



METROPOLITAN
TRANSPORTATION
COMMISSION

February 27, 2019

<http://mtc.ca.gov/atp>

METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center • 375 Beale Street • San Francisco, CA 94105-2066
Tel. 415.778.6700 • TDD/TTY 415.778.6769 • e-mail: info@bayareametro.gov



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Sonoma County and Cities

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

Tony Tavares
California State
Transportation Agency

Vacant
U.S. Department of Housing
and Urban Development

Amy R. Worth
Cities of Contra Costa County

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

March 22, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Room 2221 – MS 52
Sacramento, CA 95814

Attention: Laurie Waters, Associate Deputy Director

Dear Ms. Bransen:

With this letter, I am pleased to transmit MTC's adopted program of projects for the 2019 Regional Active Transportation Program (rATP), Cycle 4.

The 2019 ATP Fund Estimate, as revised, identified about \$36.7 million of programming capacity to the region. Following the competitive Call for Projects, MTC staff received 72 applications, requesting \$339 million. Based on a thorough evaluation by MTC's multi-disciplinary evaluation committee, MTC adopted the Cycle 4 rATP on February 27, 2019. MTC requests that the CTC approve MTC's rATP list at its meeting in May 2019.

As allowed by our Regional Guidelines, adopted in April 2018, MTC also adopted a list of contingency projects in case there are any project failures or savings. As adopted, the Contingency List includes nine projects totaling \$39 million.

Please feel free to contact me at (415) 778-6722, or Kenneth Kao at (415) 778-6768 if you need further information about our regional program. We look forward to working with you in finalizing the 2019 rATP and delivering the selected projects.

Sincerely,

Anne Richman
Director, Programming & Allocations

AR:KA

cc: Ray Zhang, Caltrans HQ
Tony Tavares, Caltrans District 4

Attachments: List of Cycle 4 Regional ATP Projects
MTC Cycle 4 Regional ATP Program

**2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)**

MTC 2019 Regional Active Transportation Program Recommendations (Rev 04/25/19)																		
MPO	Application ID	County	Project Title	Total Project Cost	ATP Recm'd	SOF	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON-NI	Project Type	DAC	SRTS
MTC	4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$999	\$999	X	999								999	Non-Infrastructure	X	X
MTC	4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$4,178	\$3,761	X	3,761								3,761	Non-Infrastructure	X	X
MTC	4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$665	\$410	X	410								410	Infrastructure - S	X	X
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$19,761	\$6,000	X	6,000								6,000	Infrastructure - L	X	
MTC	4-San Jose-1	Santa Clara	Willow-Keyes Complete Streets Improvements	\$19,649	\$12,926*					12,926					12,926	Infrastructure - L	X	X
MTC	4-Sonoma-Marin Area Rail Transit District (SMART)-2	Sonoma	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$13,802	\$12,574*		1,817	10,757							1,817 10,757	Infrastructure - L	X	X
				\$59,054	\$36,670													
* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.																		
* SMART requested \$27,498 for five segments; however \$12,574 is recommended for two segments due to lack of funds.																		
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

INTRODUCTION



METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (rATP)
CYCLE 4

INTRODUCTION
FEBRUARY 27, 2019

Attached is the Metropolitan Transportation Commission's (MTC's) proposal for the 2019 Regional Active Transportation Program (rATP). The State established the Active Transportation Program (ATP) in September 2013. Current law distributes ATP funding as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

MTC is responsible for developing the region's guidelines for the Regional ATP, and for submitting the projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC's Regional ATP Guidelines on May 16, 2018, and applications for the Regional Program were due to MTC by July 31, 2018. About \$37 million is available for programming under the 2019 (Cycle 4) Regional ATP.

MTC received 72 applications requesting over \$339 million in response to the Regional ATP Call for Projects. Of these, Caltrans deemed three projects in region ineligible for ATP funds due to scope and application type, and the State funded two applications through the Statewide Competitive ATP. MTC staff worked with a multi-disciplinary group of evaluators to score and rank the applications.

MTC's 2019 rATP submittal includes the following sections:

- 2019 rATP Project List
- MTC Regional ATP Guidelines and Program Adoption– MTC Resolution No. 4324, Revised
- Project Programming Request (PPR) Forms for all selected projects

The projects are consistent with the Guidelines set forth in MTC Resolution No. 4324, Revised, the Statewide ATP Guidelines adopted by the CTC in May 2018, and MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2040*, which was developed pursuant to Government Code Section 65080.

2019 rATP Project Screening

MTC staff performed an initial screening check on all received applications and determined that all submissions met the deadline. Of these, Caltrans deemed three projects ineligible for ATP

funds: Alameda County Public Works Agency’s Heyer Avenue SRTS Corridor and Proctor Elementary School SRTS projects, both of which requested ineligible funding phases, and SFMTA’s 27-Bryant Tenderloin Transit Reliability Enhancement Project for ineligible scope. In response, MTC staff withdrew these three projects from further evaluation.

Application Summary

The applications MTC received for the Regional ATP Call for Projects are broken down by county in Table 1, below. The full list is included in Attachment 1 to this Introduction.

Table 1: Applications Received by County

County	Number of Applications		Amount of ATP Funding Requested	
	Submitted	% of Total	(\$1,000s)	% of Total
Alameda*	25	34.7%	106,268	31.3%
Contra Costa	9	12.5%	30,947	9.1%
Marin	3	4.2%	11,332	3.3%
Napa	1	1.4%	316	0.1%
San Francisco*	7	9.7%	31,126	9.2%
San Mateo	11	15.3%	39,385	11.6%
Santa Clara	7	9.7%	57,134	16.8%
Solano	4	5.6%	16,884	5.0%
Sonoma	5	6.9%	46,580	13.7%
Total	72	100%	\$339,972	100%

*Application count includes three projects deemed ineligible by Caltrans

Project Selection

Per the State Competitive ATP Guidelines, MTC solicited volunteer assistance to evaluate the Regional ATP program. The 21-member multi-disciplinary evaluation committee was composed of staff representatives from county and city government, transit operators, non-profit advocacy organizations, as well as MTC and other regional agencies (see Attachment 2 for the list of agencies that the advisory committee members represented).

Each application was assigned to a team of three members of the evaluation committee, and in order to ensure an objective review, applications were assigned to evaluators from another county when possible, and not assigned to an evaluator from the sponsor agency. The team then met and agreed to a consensus score for each application. Staff ranked all responsive applications from highest to lowest based on the consensus score.

The MTC review team used the same evaluation form and scoring criteria as the Statewide Competitive ATP, plus an additional 10 maximum points for consistency with MTC’s complete streets policy, vision zero policy, environmental documentation, and regional priorities, such as consistency with MTC’s Safe Routes to School Program, Bay Trail and Regional Bike Network build-out, and multi-jurisdictional projects. The maximum total score possible is 110.

Statewide Competitive ATP Results

Concurrent with the Regional ATP process, the CTC released revised staff recommendations for the Statewide Competitive ATP projects on January 18, 2019. At its January 30, 2019 meeting, CTC approved funding two projects in the MTC region totaling approximately \$12 million in ATP funds, out of a statewide program of \$238 million. MTC removed those two projects selected by the state from further Regional ATP evaluation. The projects funded are listed in Table 2, below.

Table 2: Approved Statewide ATP Projects in the Bay Area (Alphabetical Order)

County	Agency	Description	Amount (\$1,000s)
San Francisco	San Francisco Department of Public Works	Alemanly Interchange Improvements, Phase 2	\$1,971
Santa Clara	City of San Jose	Better BikewaySJ - San Fernando Corridor	\$9,992
Total			\$11,963

Regional ATP Project Selection

MTC considered the remaining projects that were not selected for programming in the statewide competition. However, nine applicants failed to submit MTC’s required regional supplemental application. MTC deemed these applications unresponsive for the regional competition.

Based on the evaluation team’s consensus score of each application, MTC ranked all remaining applications from highest to lowest. MTC approved funding the highest-scoring projects, which are detailed in Table 3 on the next page. Further analysis of the adopted rATP is included in Table 4.

On February 27, 2019, MTC adopted the 2019 Regional ATP program of projects, which fully funds four projects and partially funds two projects for a total of \$37 million. This figure includes 2 projects requesting less than \$1 million to meet MTC’s funding target for smaller projects.

SMART Pathway Windsor to Petaluma Gap Closure Phasing

The SMART Pathway Windsor to Petaluma Gap Closure project sponsored by the Sonoma-Marin Area Rail Transit District (SMART) requested \$27.5 million in ATP funds; however, insufficient funding remained to fully fund SMART’s request. Therefore, MTC recommends funding two NEPA-cleared segments of the project, the East Petaluma to Penngrove segment at \$5.9 million and the Rohnert Park to Southwest Santa Rosa segment at \$6.6 million, for a total of \$12.5 million. The majority of project benefits described in the application are in these two phases and the region believes those benefits will be achieved. SMART will deliver these two segments under one contract. SMART, Caltrans, and MTC staff are working together to provide updated PSR-Equivalent documentation prior to the Commission’s adoption.

METROPOLITAN TRANSPORTATION COMMISSION
 2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

Partial Funding

The Willow-Keyes Complete Streets Improvements project sponsored by San Jose requested \$16.5 million in ATP funds; however, only \$12.9 million of ATP remains after funding higher-scoring projects. MTC worked with the sponsor and the Santa Clara Valley Transportation Authority to bring additional local and county sales tax funds to fully-fund the project. The region believes all of the benefits described in the application will be achieved. Further, should funds be available from other projects (for instance, due to ineligible cost items) before CTC's approval of the MTC's rATP, MTC may amend the program to augment funding for the Willow-Keyes Complete Streets Improvements project, up to the full requested amount.

Caltrans Eligibility Determination Pending

Caltrans performed an initial examination of scope eligibility and deliverability for all projects applying for ATP funds, and flagged potential issues for further review. In addition to the initial review, Caltrans will begin a more in-depth review of eligibility and deliverability, and will work with the affected project sponsors should eligibility issues exist. Therefore, it is important to note that MTC's proposed funding amounts are not final, and are subject to this review. Following review and agreement, MTC and CTC may amend the project descriptions and funding amounts.

Table 3: MTC's Adopted 2019 Regional ATP – February 27, 2019 (Alphabetical Order)

County	Sponsor	Project	ATP Amount (\$1,000s)
Alameda	ACPW	Active and Safe Oakland	\$999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$12,926*
Sonoma	SMART	SMART Pathway Project	\$12,574*
Total			\$36,670

* Indicates project will receive partial funding

Table 4: MTC 2019 Regional ATP – Analysis of Adopted Program of Projects

County	Number of Regional ATP Projects		Amount of Regional ATP (\$1,000s)	
		% of Total		% of Total
Alameda	3	50%	5,170	14%
San Francisco	1	16%	6,000	16%
Santa Clara	1	16%	12,926	35%
Sonoma	1	16%	12,574	34%
Total	6	100%	\$36,670	100%

Broad Spectrum of Projects Benefiting Bicyclists and Pedestrians

The selected project list of six projects represents a broad spectrum of projects that benefit pedestrians and bicyclists. Funding includes almost \$31 million of rATP funds for projects that promote safe walking and bicycling to schools (Safe Routes to School type projects). Other project types include regional project trail connections and completions (including the Ohlone Greenway Trail Safety Improvements project in Alameda County and the SMART Pathway Project in Sonoma County), complete streets improvements (Santa Clara County), and safety improvements for bicyclists and pedestrians (San Francisco County).

Contingency Project List

As approved in MTC’s Regional ATP Guidelines, MTC also adopted a list of contingency projects, ranked in priority order based on the project’s evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the 2019 (Cycle 4) Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency projects are listed under Table 5.

Table 5: MTC 2019 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Contingency Amount (\$1,000s)
91.0	Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$3,612*
90.0	Alameda	Berkeley	Milvia Street Bikeway Project	\$3,351
90.0	Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (PS&E)	\$10,400
89.0	Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$6,200
88.3	Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$2,962
87.0	San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$2,646
86.7	Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$2,698
85.0	Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$3,184
83.3	Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$3,768
Total				\$38,821

* San Jose requested \$16,538; however, \$12,926 was funded, so a difference of \$3,612 remains.

Consistency with ATP Fund Estimate

The ATP Fund Estimate (FE) prescribed funding amounts by type and by year, and also included a minimum amount of funds that must be programmed to projects that benefit disadvantaged communities. In the MTC region, the Regional ATP Guidelines specify that MTC’s Communities of Concern (COC) definition will be used to meet the disadvantaged community

METROPOLITAN TRANSPORTATION COMMISSION
 2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

target. Table 6 details the programming amounts against the targets in the ATP FE. Note that 100% of regional ATP funding benefits Disadvantaged Communities, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools projects, 84% of regional ATP funding benefit SRTS type projects.

Table 6: Regional ATP Consistency with ATP Fund Estimate (\$1,000s)

	Total	FE Target	Over (Under) Target
MTC Regional ATP Programming	\$36,670	\$36,670	\$-
Benefit to Communities of Concern (Disadvantaged Communities)	\$36,670	\$9,168	\$27,502
Benefit to Safe Routes to Schools	\$30,670	N/A	N/A

Attachment 1

Metropolitan Transportation Commission
 Cycle 4 Regional Active Transportation Program

List of Applications Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP
Black on Green: Projects Recommended in the Regional ATP
Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	Alameda County School Travel Opportunities Program	\$ 4,178	\$ 3,761	99.0
SF	SFMTA	6th Street Pedestrian Safety Project	\$ 20,815	\$ 6,000	92.0
SON	SMART	SMART Pathway - Windsor to Petaluma	\$ 31,909	\$ 27,498*	92.0
SCL	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial \$12,953K recommended</i>)	\$ 19,649	\$ 16,538*	91.0
ALA	Berkeley	Milvia Street Bikeway Project	\$ 4,190	\$ 3,351	90.0
ALA	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART	\$ 119,164	\$ 10,400	90.0
ALA	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 35,223	\$ 6,200	89.0
SON	SMART	SMART Pathway - Santa Rosa to Rohnert Park Gap Closure	\$ 7,141	\$ 5,782	89.0
CCC	Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 4,351	\$ 2,962	88.3
ALA	Albany	Ohlone Greenway Trail Safety Improvements	\$ 485	\$ 410	88.0
SF	SFPW	Alemany Interchange Improvements, Phase 2	\$ 2,727	\$ 1,971	88.0
SF	SFMTA	Hairball Intersection Improvements Phase 2	\$ 3,638	\$ 2,646	87.0
ALA	ACPW	Active and Safe Oakland	\$ 999	\$ 999	87.0
SCL	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698	\$ 2,698	86.7
MRN	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,711	\$ 3,184	85.0
CCC	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,932	\$ 3,768	83.3
ALA	Oakland	Plaza de la Fuente- E12th Street Pedestrian and Bicycle Improvements	\$ 12,166	\$ 11,076	83.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,470	\$ 1,600	83.0
SCL	San Jose	Better BikewaySJ - San Fernando Corridor	\$ 11,919	\$ 9,992	81.7
ALA	San Leandro	Crosstown Class IV Corridors: Bancroft Avenue & Williams Street	\$ 3,019	\$ 2,988	81.7
SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,233	\$ 3,775	81.0
ALA	Oakland	Coliseum BART to Bay Trail Greenway Connection	\$ 16,094	\$ 2,512	80.5
CCC	CCPW	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$ 7,504	\$ 6,704	79.5
SOL	Fairfield	West Texas Street Road Diet	\$ 9,200	\$ 4,634	79.5
SM	San Mateo County	Midcoast Multimodal/Parallel Trail Implementation Project	\$ 5,291	\$ 4,173	79.0
SCL	SCVTA	King Road Pedestrian Safety and Transit Access Improvements	\$ 19,168	\$ 19,168	78.7
MRN	Marin County	North-South Greenway Gap Closure Project	\$ 8,048	\$ 6,548	77.0
ALA	ACPW	Ashland Cherryland On the Move	\$ 999	\$ 999	76.3
ALA	Berkeley	Safe Routes to School Improvements - Oxford and Jefferson Schools	\$ 342	\$ 273	76.0
ALA	Fremont	SRTS Improvements - Cabrillo Elementary and Leitch Elementary	\$ 3,055	\$ 2,704	76.0
CCC	CCPW	Market Avenue Complete Street Project	\$ 2,532	\$ 2,272	75.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancements	\$ 9,069	\$ 6,031	74.5
CCC	CCPW	Bailey Road Bicycle and Pedestrian Improvements Project	\$ 2,734	\$ 2,459	73.3
SF	SFMTA	Muni Forward 30 Stockton Improvements (3rd Street)	\$ 13,601	\$ 8,300	72.5
SF	SFMTA	Vision Zero SF: In-School Bike Education Program	\$ 4,011	\$ 3,567	71.5
SM	San Mateo	City of San Mateo Safe Routes to School Phase 2	\$ 474	\$ 474	71.3
ALA	Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$ 50,549	\$ 39,470	70.0
ALA	ACPW	Hayward High School Safe Routes to School Project	\$ 596	\$ 497	70.0
SCL	Morgan Hill	Morgan Hill SRTS Action Plan Implementation and Related Infrastructure Improvements	\$ 1,398	\$ 1,188	70.0
SM	San Mateo	Hillsdale/US-101 Bicycle/Pedestrian Bridge Project - PS&E Phase	\$ 40,037	\$ 3,090	70.0
ALA	Hayward	Mission Boulevard Corridor Improvements Phase 3	\$ 15,505	\$ 3,108	69.7
ALA	ACPW	Del Rey Elementary School Safe Routes to School Project	\$ 449	\$ 375	67.0
CCC	CCPW	Appian Way Complete Street – Roundabout at Valley View Road	\$ 5,280	\$ 4,613	67.0
ALA	ACPW	Grant Elementary School Safe Routes to School Project	\$ 944	\$ 782	66.0
SON	Windsor	Windsor River Road/Windsor Road Multimodal Accessibility and Safety Improvements	\$ 12,859	\$ 3,494	63.0
SOL	Vallejo	Vallejo Bluff Trail Connector Project	\$ 7,080	\$ 7,030	63.0
ALA	ACPW	Somerset Avenue SRTS Corridor	\$ 5,329	\$ 3,684	62.5
SM	Belmont	Belmont –Ralston Avenue Corridor Streets Improvement Project	\$ 4,676	\$ 3,655	61.7
ALA	ACPW	Castro Valley Elementary SRTS	\$ 3,600	\$ 2,135	61.0
SM	South San Francisco	Junipero Serra/ Hickey/ Longford Bicycle & Pedestrian Improvements	\$ 5,931	\$ 5,931	60.7
SF	SFPW	Ridge Lane	\$ 4,050	\$ 3,585	59.0
SCL	Cupertino	Stevens Creek Boulevard Separated Bike Lanes Phase 2 Project	\$ 5,400	\$ 5,400	58.0
SM	San Mateo County	Gray Whale Cove Pedestrian Improvement Project	\$ 2,775	\$ 1,578	58.0
SCL	Sunnyvale	Braly Elementary School Safe Routes to Schools	\$ 2,688	\$ 2,150	57.0
SM	Millbrae	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$ 19,500	\$ 17,000	57.0

Color Key

- White on Black: Projects Funded by the Statewide ATP
- Black on Green: Projects Recommended in the Regional ATP
- Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACPW	Niles Canyon Trail	\$ 92,625	\$ 974	56.0
CCC	CCPW	Treat Boulevard Bicycle & Pedestrian Improvements	\$ 1,785	\$ 1,565	56.0
ALA	Albany	Albany Complete Streets for San Pablo Avenue and Buchanan Street	\$ 3,495	\$ 2,264	55.5
ALA	ACPW	D Street SRTS	\$ 4,725	\$ 3,800	55.0
NAP	City of Napa	West Park Elementary School Pedestrian Infrastructure Improvements	\$ 316	\$ 316	54.0
CCC	CCPW	San Miguel Drive Complete Street	\$ 1,543	\$ 1,388	53.7
SOL	Rio Vista	Rio Vista Active Transportation Link to Downtown	\$ 1,489	\$ 1,489	52.0
SOL	STA	Solano County Safe Routes to Transit Projects	\$ 4,772	\$ 3,731	52.0
SM	South San Francisco	Spruce Avenue Pedestrian Safety Improvement Project	\$ 851	\$ 767	51.0
SM	Atherton	Atherton Avenue Bicycle Lanes	\$ 1,852	\$ 1,564	48.0
SM	Burlingame	School Area Pedestrian Enhancement Project	\$ 840	\$ 716	45.0
CCC	Lafayette	School Street Safe Route to School	\$ 5,216	\$ 5,216	44.0
ALA	ACPW	Lewelling Blvd SRTS Corridor	\$ 3,586	\$ 2,312	43.0
SM	South San Francisco	Sunshine Gardens Safety and Connectivity Improvement Project	\$ 494	\$ 437	39.0
ALA	ACPW	Heyer Avenue SRTS Corridor	\$ 2,600	\$ 398	0.0
ALA	ACPW	Proctor Elementary School SRTS	\$ 5,150	\$ 796	0.0
SF	SEMTA	27 Bryant Tenderloin Transit Reliability Enhancement Project	\$ 6,943	\$ 5,057	0.0

72 Applications Received.	Totals	\$ 727,667	\$ 339,972
---------------------------	---------------	------------	------------

Attachment 2

Metropolitan Transportation Commission
Regional Active Transportation Program - Cycle 4

List of Project Evaluators

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Bay Area Rapid Transit District	Transit Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Safety
California Walks	Safe Routes to School/ Pedestrian Safety
Castro Valley Bicycle & Pedestrian Advisory Committee	Bike & Pedestrian Safety
Contra Costa County (1)	Department of Conservation and Development
Contra Costa County (2)	Department of Conservation and Development
City of Menlo Park	City; Public Health
City of Newark	City
City of Rohnert Park	City
Golden Gate Bridge and Highway Transportation District	Transit Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Policy Advisory Council; Public Health
MTC Policy Advisory Council (2)	Policy Advisory Council
Napa County Bicycle Coalition	Bike & Pedestrian Safety
San Francisco County Transportation Agency	County Transportation Agency
San Mateo County Health System	Public Health
Santa Clara Valley Transportation Authority	County Transportation Agency
Solano Transportation Authority	County Transportation Agency

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT SUMMARY LISTS



Attachment B
Metropolitan Transportation Commission
2019 Active Transportation Program (ATP)
Cycle 4
FY 2019-20 through FY 2022-23
Regional ATP Cycle 4 List of Projects

MTC Resolution No. 4324
 Attachment B
 Adopted: April 25, 2018
 Revised: 02/27/19-C

Regional ATP Cycle 4 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Active and Safe Oakland	\$ 999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$ 3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$ 410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$ 6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial</i>)	\$ 12,926
Sonoma	SMART	SMART Pathway - Petaluma to Santa Rosa	\$ 12,574
TOTAL:			\$36,670

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4324_ATP_Cycle-4\RES-4324_Attachment-B.xlsx\ATP - 2019-01-31

Regional ATP Cycle 4 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Remaining Amount</i>)	\$ 3,612
Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (<i>PS&E</i>)	\$ 10,400
Alameda	Berkeley	Milvia Street Bikeway Project	\$ 3,351
Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 6,200
Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 2,962
San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$ 2,646
Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698
Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,184
Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,768
TOTAL:			\$38,821

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4324_ATP_Cycle-4\RES-4324_Attachment-B.xlsx\ATP - 2019-01-31

**2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)**

MTC 2019 Regional Active Transportation Program Recommendations (Rev 04/25/19)																		
MPO	Application ID	County	Project Title	Total Project Cost	ATP Recm'd	SOF	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON-NI	Project Type	DAC	SRTS
MTC	4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$999	\$999	X	999								999	Non-Infrastructure	X	X
MTC	4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$4,178	\$3,761	X	3,761								3,761	Non-Infrastructure	X	X
MTC	4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$665	\$410	X	410								410	Infrastructure - S	X	X
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$19,761	\$6,000	X	6,000								6,000	Infrastructure - L	X	
MTC	4-San Jose-1	Santa Clara	Willow-Keyes Complete Streets Improvements	\$19,649	\$12,926*					12,926					12,926	Infrastructure - L	X	X
MTC	4-Sonoma-Marin Area Rail Transit District (SMART)-2	Sonoma	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$13,802	\$12,574*		1,817	10,757						1,817	10,757	Infrastructure - L	X	X
				\$59,054	\$36,670													
* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.																		
* SMART requested \$27,498 for five segments; however \$12,574 is recommended for two segments due to lack of funds.																		
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

GUIDELINES: POLICIES, PROCEDURES AND PROJECT SELECTION CRITERIA

2019 REGIONAL ATP ADOPTION

MTC RESOLUTION No. 4324, REVISED



Date: April 25, 2018
W.I.: 1515
Referred by: PAC
Revised: 02/27/19-C

ABSTRACT

Resolution No. 4324, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 4 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – Cycle 4 Regional ATP Program of Projects

This resolution was amended via Commission action on February 27, 2019 to update Attachment B, Cycle 4 Regional Active Transportation Program of Projects.

Further discussion of these actions is contained in the summary sheet to the MTC Programming and Allocations Committee dated April 11, 2018 and February 13, 2019.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 4 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4324

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on April 25, 2018.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4324
Page 1 of 14

**2019 Regional Active Transportation Program
(ATP)**

Cycle 4

Guidelines

April 25, 2018

**MTC Resolution No. 4324
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

**2019 Regional Active Transportation Program (ATP) Cycle 4
Guidelines
Table of Contents**

Background.....	3
Development Principles.....	3
CTC Guidelines.....	4
ATP Development Schedule	4
ATP Regional Shares.....	4
Public Involvement Process	4
ATP Projects in the Transportation Improvement Program (TIP).....	4
Deviations from Statewide Policies.....	4
1. Application Process and Additional Regional Screening/Evaluation Criteria	5
2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities.....	5
3. Establish a Target for Project Funding Requests \$1 million and Under.....	7
4. Match Requirement	7
5. Contingency Project List.....	7
Application Process.....	8
Project Application.....	8
Additional Project Screening Criteria, Including Readiness.....	8
Additional Project Evaluation Criteria	9
Additional Regional Policies	10
Title VI Compliance	10
MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy	10
MTC Resolution No. 3765 Compliance – Complete Streets Checklist.....	11
Appendix A-1: ATP Development Schedule	12
Appendix A-2: MTC ATP Regional Shares	13
Appendix A-3: Regional ATP Project Application	14

2019 Regional Active Transportation Program Cycle 4 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law separate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 4 ATP are expected to be adopted in May 2018. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 4 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on April 25, 2018, for final consideration by the CTC in May 2018.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted in May 2018, and are available at: <http://www.catc.ca.gov/programs/atp/>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 4 of ATP funding (FY 2019-20 through FY 2022-23); consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by July 1, 2019 in order to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program, and has additional evaluation and screening criteria. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order to be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as “Communities of Concern”. MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. For the purposes of meeting the State’s 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC’s COC definition.

MTC’s Communities of Concern are defined as those census tracts that have concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region’s population is located in Communities of Concern. MTC’s Communities of Concern definition of Disadvantaged Communities meets the State’s legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040 Equity Analysis Report*, available online at:

<https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

Information regarding the 2016 update is available online at:

<https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online

map is available at: <http://opendata.mtc.ca.gov/datasets/MTC::mtc-communities-of-concern-acs-2012-2016-2018?geometry=-132.743%2C36.37%2C-111.836%2C39.404>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that strives to achieve safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Each Vision Zero policy generally contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgement that human error is inevitable, and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

Scoring

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP) or similar, and the remaining 20% to projects within a jurisdiction with a Vision Zero or Bike and Pedestrian Safety Policy or Plan. The applicant will provide proof of CBTP consistency and Vision Zero or safety policy or plan in the supplemental regional application.

3. Establish a Target for Project Funding Requests \$1 million and Under

MTC elects to establish a target of 10% of ATP funds for project requests of \$1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 10% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over \$1 million must meet federal requirements and receive federal funds, while project requests \$1 million and will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than July 31, 2018 in order to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for design and right of way, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.

- b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by July 31, 2018. The policy may be met by the jurisdiction either having updated the General Plan after January 1, 2010 to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at: http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. This should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact". Otherwise, an application may be disqualified based on lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals and Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth and Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- **Completion of Approved Environmental Document. (0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;

- Link to the approved environmental document available online;
- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA or NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2018. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 4 (FY 2019-20 through FY 2022-23) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 4 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional

ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by July 1, 2019. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2019 Regional Active Transportation Program (ATP) Cycle 4 Appendix A-1: ATP Development Schedule (Subject to Change) April 25, 2018	
January 2018	CTC releases draft ATP Guidelines
February 2018	Draft Regional ATP Guidelines presented to Working Groups
April 11, 2018	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
April 25, 2018	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
May 16-17, 2018	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
May 16, 2018	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
July 31, 2018	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
December 31, 2018	CTC releases staff recommendation for ATP Statewide Competitive Program
January 2019	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
February 15, 2019	MTC releases staff recommendation for ATP Regional Program
February/March 2019	Working Group discussions of staff recommendations
March 13, 2019	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
March 27, 2019	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
June 2019	CTC Approval of ATP Regional Program
July 1, 2019	TIP Amendment Deadline: Successful ATP project sponsors to submit 2019 TIP Amendment, including Resolution of Local Support
September 25, 2019	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
November 20, 2019	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21
November 1, 2021	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
November 1, 2022	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC)
2019 Regional Active Transportation Program (ATP) Cycle 4

Appendix A-2: MTC ATP Regional Share Targets

Cycle 4 Program - FY 2019-20 through FY 2022-23

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$2,898	\$2,898	\$5,797
Total ATP Regional Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,572	\$2,572	\$9,167
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,717	\$7,717	\$27,502
Total ATP Regional Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

Total Regional ATP Cycle 4 (FY 2019-20 through FY 2022-23)

ATP Regional Share - Total

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
All Fund Sources	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670
Total ATP Regional Augmentation Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

METROPOLITAN TRANSPORTATION COMMISSION (MTC) **2019 Regional Active Transportation Program (ATP) Cycle 4**

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iii. OBAG 2 Complete Streets Policy and Housing Element compliance
 - iv. Community-Based Transportation Plan evidence
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/ocip/pprs/2_21_2018_project_programming_request_template.xls
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2019.

Attachment B
Metropolitan Transportation Commission
2019 Active Transportation Program (ATP)
Cycle 4
FY 2019-20 through FY 2022-23
Regional ATP Cycle 4 List of Projects

MTC Resolution No. 4324
 Attachment B
 Adopted: April 25, 2018
 Revised: 02/27/19-C

Regional ATP Cycle 4 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Active and Safe Oakland	\$ 999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$ 3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$ 410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$ 6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial</i>)	\$ 12,926
Sonoma	SMART	SMART Pathway - Petaluma to Santa Rosa	\$ 12,574
TOTAL:			\$36,670

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4324_ATP_Cycle-4\RES-4324_Attachment-B.xlsx\ATP - 2019-01-31

Regional ATP Cycle 4 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Remaining Amount</i>)	\$ 3,612
Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (<i>PS&E</i>)	\$ 10,400
Alameda	Berkeley	Milvia Street Bikeway Project	\$ 3,351
Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 6,200
Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 2,962
San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$ 2,646
Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698
Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,184
Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,768
TOTAL:			\$38,821

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4324_ATP_Cycle-4\RES-4324_Attachment-B.xlsx\ATP - 2019-01-31

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT PROGRAMMING REQUEST (PPR) FORMS

Agency	Project Title
ACPW	Active and Safe Oakland
ACTC	Alameda County School Travel Opportunities Program
City of Albany	Ohlone Greenway Trail Safety Improvements
SFMTA	6th Street Pedestrian Safety Project
City of San José	Willow-Keyes Complete Streets Improvements
SMART	SMART Pathway Project

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/6/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Alameda County Public Works			
				MPO	Element		
				MTC			
Project Manager/Contact		Phone		E-mail Address			
Ruben Izon		510-670-5827		Rubeni@acpwa.org			
Project Title							
Active and Safe Oakland							
Location (Project Limits), Description (Scope of Work)							
Active and Safe Oakland will serve 18 public elementary schools in disadvantaged communities in Oakland concentrated in Central/East Oakland and West Oakland. This non-infrastructure program is a comprehensive Safe Routes to School program that promotes walking and cycling to an dfrom school. A partnership of the Alameda County Public Health Department (ACPHD), AC Public Works, Oakland Unified School District, and City of Oakland Police Department and community based organizations, will expand Safe Routes to School and Safety Patrol programming to 18 schools that not have adopetd and maintained such programs.							
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction							
Legislative Districts							
Assembly:	15, 18		Senate:	9		Congressional:	13
Project Benefits							
Increased walking/biking to and from schools and community destinations. Increased traffic safety near schools. Reduce vehicle trips. Reduced greenhouse gas emissions.							
Purpose and Need							
The non-infrastrure project responds to community identified needs for better access to safe and active routes to school.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		# Signs, lights, greenway, or other safety/beautification			each	1	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						06/16/23	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	3/6/19		
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04								
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
Alameda	N/A			Alameda County Transportation Commission				
				MPO		Element		
				MTC				
Project Manager/Contact			Phone		E-mail Address			
Tess Lengyel			510-208-7428		tlengyel@alamedactc.org			
Project Title								
Alameda County School Travel Opportunities Program								
Location (Project Limits), Description (Scope of Work)								
Various school locations in Alameda County; The Alameda County School Travel Opportunities Program proposes to integrate two highly-effective and successful active transportation programs—Safe Routes to Schools (SR2S) and the Student Transit Pass Pilot (STPP) Program—to serve 70 schools that have never received any education/encouragement programming from any source/organization. Approximately 70 percent of the schools proposed qualify as a “Disadvantaged Community” under one or more ATP-eligible Disadvantaged Community criteria (CalEnviroScreen, Free or Reduced Priced School Meals, Communities of Concern). The Program will provide more age-appropriate curriculum for each grade level that better targets behavior change strategies for all student ages.								
Component		Implementing Agency						
PA&ED								
PS&E								
Right of Way								
Construction		Alameda County TC						
Legislative Districts								
Assembly:	18, 20, 25		Senate:	7, 9, 10		Congressional:	13, 15, 17	
Project Benefits								
The program will reach 70 schools that have never received any education and encouragement programming from any source/organization. The majority of new schools proposed qualify as a “Disadvantaged Community” under one or more ATP Disadvantaged Community criteria (CalEnviroScreen, Free or Reduced Priced School Meals, Communities of Concern) closing a critical gap in program access. The program will increase safety and mobility, expand access to after-school enrichment ...								
Purpose and Need								
The purpose of the program is to bring much-needed education and encouragement programming to promote increased use of active transportation modes to disadvantaged communities in Alameda County, many of which qualify as a “Disadvantaged Community” under one or more eligible ATP Disadvantaged Community criteria (CalEnviroScreen, Free or Reduced Priced School Meals, Communities of Concern). Currently, about half of the schools that qualify as a “Disadvantaged Community” ...								
Category			Outputs/Outcomes			Unit	Total	
Local streets and roads			# Signs, lights, greenway, or other safety/beautification			each	1	
ADA Improvements No			Bike/Ped Improvements No			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes					
Project Milestone						Existing	Proposed	
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document				Document Type				
Draft Project Report								
End Environmental Phase (PA&ED Milestone)								
Begin Design (PS&E) Phase								
End Design Phase (Ready to List for Advertisement Milestone)								
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)							09/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)							06/30/23	
Begin Closeout Phase							07/01/23	
End Closeout Phase (Closeout Report)							12/31/23	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/6/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	Alameda	N/A, ,				
Project Title: Alameda County School Travel Opportunities Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Alameda County TC
R/W									
CON									Alameda County TC
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									Non-infrastructure (NI)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,178					4,178	
TOTAL			4,178					4,178	

Fund No. 1:	ATP Funds-Non-Infrastructure (Regional Cycle 4)								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Non-infrastructure (NI)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,761					3,761	
TOTAL			3,761					3,761	

Fund No. 2:	Local								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Alameda County TC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Non-infrastructure (NI)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			417					417	
TOTAL			417					417	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	5/9/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Albany			
				MPO	Element		
				MTC	Capital Outlay		
Project Manager/Contact		Phone		E-mail Address			
Robert Gonzales		(510) 559-4270		RGonzales@albanyca.org			
Project Title							
Ohlone Greenway Trail Safety Improvements							
Location (Project Limits), Description (Scope of Work)							
The project is located in the City of Albany along the Ohlone Greenway at the intersection of Masonic Ave and Marin Ave, and Masonic Ave and Solano Ave.							
Component							
		Implementing Agency					
PA&ED	Albany						
PS&E	Albany						
Right of Way	Albany						
Construction	Albany						
Legislative Districts							
Assembly:	15		Senate:	9		Congressional:	13
Project Benefits							
The proposed project would install a new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning left, and install a new signal mast arm, which would increase the visibility of signal heads for motorists. The project would also install bulb outs, a leading pedestrian interval, pedestrian countdown heads and directional curb ramps to provide increased protection for cyclists and pedestrians at these locations. This project would fill a safety gap to make the Ohlone Greenway a lower stress							
Purpose and Need							
The purpose of this project is to address a known safety issues along a key commuter route in Albany. Current conditions leave trail users vulnerable to conflicting motor vehicle movements. The proposed project will separate and minimize these conflicts.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Intersections modified			each	2	
ADA Improvements	No	Bike/Ped Improvements	Yes		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals	No			Reduces Greenhouse Gas Emissions	Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/31/18		
Begin Environmental (PA&ED) Phase						11/01/18	
Circulate Draft Environmental Document			Document Type	ND/CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						06/15/20	
End Construction Phase (Construction Contract Acceptance Milestone)						12/11/20	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 5/9/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA					
Project Title: Ohlone Greenway Trail Safety Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Albany
PS&E									Albany
R/W SUP (CT)									Albany
CON SUP (CT)									Albany
R/W									Albany
CON									Albany
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	5							5	
PS&E			40					40	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			620					620	
TOTAL	5		660					665	

Fund No. 1:	ATP Funds Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			410					410	
TOTAL			410					410	

Fund No. 2:	Transportation Development Act								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									Transportation Development Act Article 3
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			180					180	
TOTAL			180					180	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/1/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				San Francisco Municipal Transportation Agency			
				MPO		Element	
				MTC			
Project Manager/Contact		Phone		E-mail Address			
Kimberly Leung, Engineer		(415) 646-2329		kimberly.leung@sfmta.com			
Project Title							
6th Street Pedestrian Safety Project							
Location (Project Limits), Description (Scope of Work)							
This project is located in the South of Market (SoMa) neighborhood in San Francisco, on 6th Street between Market Street and Harrison Street. Project will improve pedestrian safety in the corridor.							
Component							
Implementing Agency							
PA&ED	San Francisco Municipal Transportation Agency						
PS&E	San Francisco Municipal Transportation Agency						
Right of Way	San Francisco Municipal Transportation Agency						
Construction	San Francisco Municipal Transportation Agency						
Legislative Districts							
Assembly:	17		Senate:	11		Congressional:	12
Project Benefits							
6th Street between Market Street and Harrison Street has the highest concentration of pedestrian collisions and injuries in the City of San Francisco. This project will redesign the street from the ground up, removing one lane of vehicle travel and installing wider sidewalks, new traffic signals, corner bulbouts, street lighting, and other improvements. A person is hit by a vehicle on 6th Street every 16 days. This project will remake the street using best practices in pedestrian safety improvements and address this pressing issue.							
Purpose and Need							
The 6th Street corridor is one of the most high-conflict roadways in the City for pedestrians. Despite incremental improvements over the years, the problem persists. This project will make a large investment to transform the 6th Street corridor into a safer and inviting place for people to walk.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Feet	3,850	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/01/19		
Begin Environmental (PA&ED) Phase						09/01/15	
Circulate Draft Environmental Document			Document Type	ND		07/16/17	
Draft Project Report						8/30/17/	
End Environmental Phase (PA&ED Milestone)						12/13/18	
Begin Design (PS&E) Phase						12/15/18	
End Design Phase (Ready to List for Advertisement Milestone)						09/11/19	
Begin Right of Way Phase						10/15/19	
End Right of Way Phase (Right of Way Certification Milestone)						10/15/19	
Begin Construction Phase (Contract Award Milestone)						06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						11/22/21	
Begin Closeout Phase						01/01/22	
End Closeout Phase (Closeout Report)						07/01/22	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/1/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF					
Project Title: 6th Street Pedestrian Safety Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									San Francisco Municipal
PS&E									San Francisco Municipal
R/W SUP (CT)									San Francisco Municipal
CON SUP (CT)									San Francisco Municipal
R/W									San Francisco Municipal
CON									San Francisco Municipal
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,200							1,200	
PS&E	3,235							3,235	
R/W SUP (CT)		100						100	
CON SUP (CT)									
R/W									
CON			15,226					15,226	
TOTAL	4,435	100	15,226					19,761	

Fund No. 1:	Regional Active Transportation Program Funds - Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
TOTAL			6,000					6,000	

Fund No. 2:	Prop K Transportation Sales Tax								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportati
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,200							1,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,226					9,226	
TOTAL	1,200		9,226					10,426	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) No					Date:	3/6/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	Local			San Jose			
				MPO		Element	
				MTC		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Adam Paranial		408-535-4872		adam.paranial@sanjoseca.gov			
Project Title							
Willow-Keyes Complete Streets Improvements							
Location (Project Limits), Description (Scope of Work)							
On Willow Street, Graham Avenue, Goodyear Street, and Keyes Street from the underpass of SR-87 to 3rd Street. The scope of this project includes a range of complete streets improvements to include a reduction in travel lanes from four (4) to two (2) to provide for Class IV protected bike lanes separated from auto lane by physical separation for maximum protection; reconfiguration of complex major intersections with roundabouts and squared-up intersection to improve safety and access for pedestrians and bicyclists, and help calm traffic speed; additional improvements to pedestrian and bicycle facilities along the corridor including, new sidewalk, pedestrian ramps, intersection curb-extensions, enhanced crosswalks, pedestrian-scale lighting, re-timed traffic signals, transit boarding improvements, and street trees.							
Component		Implementing Agency					
PA&ED		San Jose					
PS&E		San Jose					
Right of Way		San Jose					
Construction		San Jose					
Legislative Districts							
Assembly:	27,28		Senate:	15		Congressional:	19
Project Benefits							
The improvements throughout the project corridor will provide continuous, safe, and more attractive pedestrian and bicycle facilities that will enhance local and regional connectivity between communities and important points of interest including, Calle Willow and Willow Glen Business Districts, Washington Elementary and Sacred Heart Nativity Schools, Tamien Lightrail & Caltrain Station, churches, neighborhood parks and recreational trails, and VTA's transit stops.							
Purpose and Need							
The project corridor has deficient bicycle and pedestrian infrastructure, gaps in facilities create discontinuous access, challenging and unusual complex intersections make it difficult and unsafe for pedestrians and bicyclists to navigate.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Sidewalk miles			Feet	600	
Local streets and roads		Bicycle lane-miles			Feet	880	
Local streets and roads		Intersections modified			each	12	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/27/18		
Begin Environmental (PA&ED) Phase						08/30/19	
Circulate Draft Environmental Document			Document Type	ND/CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/19/21	
Begin Design (PS&E) Phase						01/30/22	
End Design Phase (Ready to List for Advertisement Milestone)						04/25/23	
Begin Right of Way Phase						01/30/22	
End Right of Way Phase (Right of Way Certification Milestone)						03/01/22	
Begin Construction Phase (Contract Award Milestone)						07/31/23	
End Construction Phase (Construction Contract Acceptance Milestone)						07/20/26	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 3/6/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL	Local, ,				
Project Title: Willow-Keyes Complete Streets Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									San Jose
PS&E									San Jose
R/W SUP (CT)									San Jose
CON SUP (CT)									San Jose
R/W									San Jose
CON									San Jose
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			1,063					1,063	
PS&E					3,472			3,472	
R/W SUP (CT)					400			400	
CON SUP (CT)									
R/W									
CON						14,714		14,714	
TOTAL			1,063		3,872	14,714		19,649	

Fund No. 1:	Regional ATP Funds - Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						12,926		12,926	
TOTAL						12,926		12,926	

Fund No. 2:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Jose
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,063					1,063	Costs greater than the maximum 25% and 15% for PE and CE represent staff time to be spent on eligible activities. These costs represent leveraged funds (\$3,111).
PS&E					3,472			3,472	
R/W SUP (CT)					400			400	
CON SUP (CT)									
R/W									
CON						1,788		1,788	
TOTAL			1,063		3,872	1,788		6,723	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/13/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04					SON090002	ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SON	SMART	40.4	43.3	Sonoma-Marín Area Rail Transit District (SMART)			
SON	SMART	48.5	51.3	MPO		Element	
				MTC		Mass Transit	
Project Manager/Contact		Phone		E-mail Address			
Joanne Parker		707-794-3062		jparker@sonomamarintrain.org			
Project Title							
SMART Pathway - Santa Rosa to Rohnert Park/Petaluma to Penngrrove Gap Closure Project							
Location (Project Limits), Description (Scope of Work)							
Within the publicly owned railroad right-of-way between Southpoint/McDowell in Petaluma to Main Street in Penngrrove and between Golf Course Drive in Rohnert Park to Bellevue Avenue in Santa Rosa. The project is located in Sonoma County.							
Component							
		Implementing Agency					
PA&ED		Sonoma-Marín Area Rail Transit District (SMART)					
PS&E		Sonoma-Marín Area Rail Transit District (SMART)					
Right of Way		Sonoma-Marín Area Rail Transit District (SMART)					
Construction		Sonoma-Marín Area Rail Transit District (SMART)					
Legislative Districts							
Assembly:	10, 4, 2		Senate:	2, 3		Congressional:	5, 2
Project Benefits							
The overall SMART rail and pathway project was projected in the CEQA document to remove approximately 1.3 million car trips from Highway 101 annually and reduce greenhouse gas emissions by 124,000 pounds per day. SMART's CEQA analysis estimated 7,000 to 10,000 people a day will utilize the bicycle/pedestrian pathway along the entire corridor.							
Purpose and Need							
The project will provide non-motorized access across the voter approved greenbelt/community separator between Santa Rosa and Rohnert Park, closing a gap in the level Class 1 pathway along the SMART rail tracks. The project will also connect Penngrrove to Petaluma, linking to an ATP-funded SMART Pathway segment under construction in 2019. The project will connect several communities in Sonoma County, including residential neighborhoods, job centers, schools, and services.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Pedestrian/Bicycle facilities miles constructed			Feet	29,944	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/29/18		
Begin Environmental (PA&ED) Phase						08/01/12	
Circulate Draft Environmental Document			Document Type	CE		02/01/15	
Draft Project Report						05/01/15	
End Environmental Phase (PA&ED Milestone)						05/12/16	
Begin Design (PS&E) Phase						09/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						08/26/20	
Begin Right of Way Phase						03/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						08/28/19	
Begin Construction Phase (Contract Award Milestone)						04/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						03/22/23	
Begin Closeout Phase						06/01/23	
End Closeout Phase (Closeout Report)						12/12/23	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 3/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SON, SON	SMART, SMART,				
Project Title: SMART Pathway - Santa Rosa to Rohnert Park/Petaluma to Penngrove Gap Closure Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Sonoma-Marín Area Rail Transit
PS&E									Sonoma-Marín Area Rail Transit
R/W SUP (CT)									Sonoma-Marín Area Rail Transit
CON SUP (CT)									Sonoma-Marín Area Rail Transit
R/W									Sonoma-Marín Area Rail Transit
CON									Sonoma-Marín Area Rail Transit
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	228	925	75					1,228	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,817					1,817	
CON				10,757				10,757	
TOTAL	228	925	1,892	10,757				13,802	

Fund No. 1:	ATP Infrastructure Program (Regional Cycle 4)								Program Code
Existing Funding (\$1,000s)									ATP
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CTC/Caltrans/MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,817					1,817	
CON				10,757				10,757	
TOTAL			1,817	10,757				12,574	

Fund No. 2:	Measure M								Program Code
Existing Funding (\$1,000s)									Local Sales Tax
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Sonoma County Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	228							228	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	228							228	

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

STATE ONLY FUNDING REQUEST FORMS

Agency	Project Title
ACTC	Alameda County School Travel Opportunities Program
SFMTA	6th Street Pedestrian Safety Project





Date: March 12, 2019

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Subject: Request for ATP State-Only Funding

The Alameda County Transportation Commission (Alameda CTC) hereby requests ATP State-only funding for the following project:

PROJECT NAME: Alameda County School Travel Opportunities Program

PROJECT DESCRIPTION: Comprehensive school transportation alternatives program targeting disadvantaged and high-collision communities to encourage active transportation in Alameda County K-12 schools.

JUSTIFICATION:

- A. Type of Work: Non-Infrastructure (NI)
- B. Project cost: \$4,178,419
- C. Status of Project:
 - 1. Beginning and Ending Dates of the Non-Infrastructure (NI) Project: 9/16/2019–6/30/2023

D. Total Project Funding Plan/Usage by Fiscal Year:


Fund Type	19/20	20/21	21/22	22/23	Phase
ATP Cycle 4	\$705,812	\$1,046,863	\$1,046,863	\$961,600	CON
Local	\$104,163	\$104,392	\$104,392	\$104,334	CON
TOTAL	\$809,975	\$1,151,255	\$1,151,255	\$1,065,934	\$4,178,419

E. Specific reason for requesting State-Only fund and why Federal funds should not be used on the project:

Alameda CTC requests State-only funds because the project needs to start as early in the 2019-20 school year as possible. The project timeline requires an expeditious process to allocate the funding in order to start by September 2019. As such, State-only funds would ensure we can start as soon as possible by avoiding the federal-aid process.

REGIONAL AGENCY CONCURRENCE:

Metropolitan Transportation Commission concurs with this request for an exception to the Project Funding Policy:


Karl Anderson, Planner/Analyst
Metropolitan Transportation Commission


Vivek Bhat, Director of Programming and Project Controls
Alameda County Transportation Commission



London Breed, Mayor

Malcolm Heinicke, Chair
Gwyneth Borden, Vice Chair
Cheryl Brinkman, Director
Amanda Eaken, Director

Lee Hsu, Director
Cristina Rubke, Director
Art Torres, Director

Edward D. Reiskin, Director of Transportation

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: March 1, 2019

Subject: Request for ATP State-Only Funding

The San Francisco Municipal Transportation Agency hereby requests ATP State-only funding for the following project:

6th Street Pedestrian Safety Project

Install pedestrian safety improvements, including wider sidewalks, new traffic signals, corner bulbouts, street lighting, and traffic lane reallocation, on a high-injury corridor. PPNO_____


JUSTIFICATION:

- A. Type of Work Infrastructure (IF)
- B. Project cost \$20,815,000.
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project: 9/2015-11/2021
 - 2. Environmental Clearance Status: FND 10/23/17
 - 3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?) Expected 10/15/2019
 - 4. Status of Construction
 - a) Proposed Advertising Date: January 2020
 - b) Proposed Contract and Construction Award Dates: June 2020
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases): Please see PPR attached showing funding plan
- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project. Urgent pedestrian safety project on city's high injury network. No other federal funds on this project.



REGIONAL AGENCY CONCURRENCE:

Metropolitan Transportation Commission concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects):

(Signature of Regional Agency Representative) (Only for MPO selected projects): 

(Signature of Local Agency Representative)

eileen.houstea
u@sfmta.com

Digitally signed by
eileen.housteau@sfmta.com
DN:
cn=eileen.housteau@sfmta.com
Date: 2019.03.01 14:29:25 -08'00'