

October 21, 2015

Commission Meeting Handout to Agenda Item 6h – MTC Resolution No. 4172, Revised

Correspondence received regarding opposition to the Novato RGTIP proposed center platform design proposed by Marin Transit.

From: Al Dugan
To: Steve Heminger
Subject: Fwd: Marin Transit Flawed Novato RGTIP Grant request

Please see below. I will also send you an email from CA DOT stating the funding will be submitted to the MPO of MTC.

As I mentioned today, this design was considered at the Van Ness But Terminal and was reject early in the process as unsafe.

Best,
Al Dugan
Novato

Sent from my iPad

From: Al Dugan
Date: August 28, 2015 at 6:57:22 PM PDT
To: Dave Cortese
Subject: Marin Transit Flawed Novato RGTIP Grant request

I am writing to you on behalf of a large group of citizens in Novato to oppose the Novato RGTIP proposed center platform design proposed by Marin Transit. Marin Transit has requested grant funding from you organization for this project.

This flawed center platform contra weave design in the median of a main Novato downtown arterial road with mid-block crosswalks has numerous safety issues. We support continuing the use of the side platform design that has operated safely and efficiently for the last 37 years and can be renovated for far less cost than this proposed unsafe center platform design.

I have attached a petition submitted by over 100 bus drivers that operate out of this facility stating this flawed center platform contra weave design "...would create and unsafe environment for the safe operation of transit vehicles inside and outside the transit center..."

I have also attached two key documents from the W-Trans Traffic Analysis that shows the adverse impact of this new design and the driver blind spots created by the flawed design.

We asked for other locations with the same critical characteristics of this proposed design to investigate the safety and operational records. The consultant on the project provided Escondido, Oceanside, San Bernardino and Vallejo. We hired a transportation consultant to review the sites at these locations and NONE had the key elements and were nothing like the single block center platform contra weave in a busy arterial road with mid-block pedestrian crosswalks.

To date 291 citizens in Novato have signed a petition opposed to this ill-advised project.

We request your organization not provide funding for this documented unsafe project until a safe, common sense, cost efficient and acceptable side platform design has been completed.

Please confirm receipt of this email.

Sincerely,
Al Dugan

August 10, 2015

Marin County Transit District Board of Directors,

We the drivers at Golden Gate Transit and members of Amalgamated Transit Union Local 1575 hereby request that Marin County Transit, Golden Gate Transit and the City of Novato vacate the idea of a center platform design at Redwood and Grant in Novato. Our drivers on the safety committee at Golden Gate Transit have found this design to have too many safety concerns that would create an unsafe environment for the safe operation of transit vehicles inside and outside of the transit center should the center design be used. The side platform design is overall the safest for both passengers and drivers. As the people who will be entering and exiting this transit center and who drive public transit buses for a living, we know better than anyone what will work and what is safe.

Sincerely,

Golden Gate Transit Safety Committee Co-Chair



Tyrone Angel

Mark Harris	Mark Harris	5901
Man. Daniels	Man. Daniels	6681
R Ceballos Jr.	RAUL CEBALLOS JR	23530
V. W. H. G.	KA WAN CHAN	2405
STEPHEN C. WARE	Stephen C. Ware	19016
JAMES RILEY	James R. Riley	06521
Bobby Davis	Bobby Davis	01341
Dorian Threars	Dorian Threars	06360
MATT GROOM	MATT GROOM	
Alec S. Minderhaver	Alec S. Minderhaver	1606
AMIR SAFFRA	A. Saffra	3396
ANTONIO DA GAMA LACANTO	ANTONIO DA GAMA LACANTO	10041
Pyrool Smith	Pyrool Smith	2426
Miguel Maech	Miguel Maech	06072
[Signature]	[Signature]	9826
SILVIA TAVOCON	SILVIA TAVOCON	5615
GARY BERRY	Gary Berry	
Mark Kent	Mark Scott	537
Angela Washington	Angela Washington	1026
Colman Holliday	Colman Holliday	6172
RITA CANO	RITA CANO	1848
SARAH DON LEMIS	SARAH DON LEMIS	0457
CORRICH FOLLAN	Corrigh Follan	14135
L. Southern	Kristina Southern	9619
Diana Brown	Diana Brown	2800
Mona S. L.	Scott Hamilton	5277
Manuel Bolanos	Manuel Bolanos	17160
Diana Watson	Diana Watson	5957

Good day President Kellner and the Board,

My name is Ray Messier and I am the President of Amalgamated Transit Union Local 1575, I represent the Golden Gate Transit bus operators. Before I became the President I was a full time bus operator and I was the co-chair of the Golden Gate Transit Safety Committee for 6 years. On May 14, 2014 our safety committee was given a presentation by Robert Betts of MCT on the Redwood and Grant redesign. Our drivers on the safety committee stated in this meeting that the side platform design is the safest of the three options we were shown.

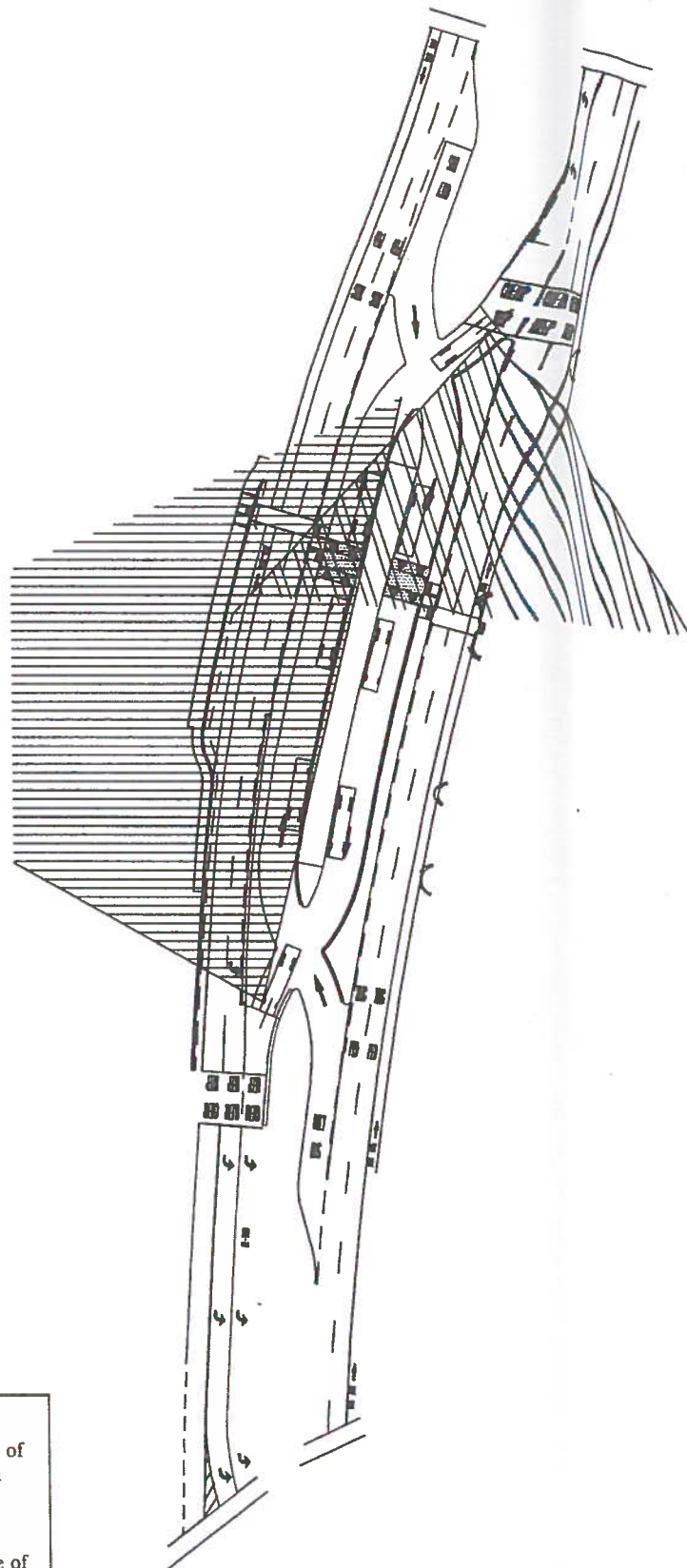
The center design has many issues that are unsafe, crisscrossing is very dangerous and the center design has very unsafe entering and exiting issues which creates a very risky and unsafe situation. I could go on for hours on the liabilities the center design brings to this transit stop but I won't, I think you get the idea. This design may look good on paper but in practical use it does not work safely. The people who know if it will work are the actual users, the drivers.

I am requesting the MCT Board of Directors take a close look at the reality of this design and send it back, it is unsafe, hands down the side platform is safer. I would ask this question of anyone who had a hand in this unsafe design? How many years have you operated a public transit bus.



I ask the MCT Board of Directors to listen to the experts who operate the equipment and use the side platform design. Thank you

**Table I
Summary of Key Issues**

Issues	Existing	Proposed
Pedestrian Crossing Distances	(distance on pavement) 27 ft east curb to NB bus 64 ft east curb to SB bus 64 ft west curb to NB bus 27 ft west curb to SB bus	(distance on pavement) 44 ft east curb to NB bus 44 ft east curb to SB bus 59 ft west curb to NB bus 59 ft west curb to SB bus Enhance signing and striping
Sight Distance	Adequate	NB obstructed SB obstructed Mitigated w/traffic signals
Left-Turn Storage and Merging Distances	NB 240 ft available SB 380 ft available	NB 150 ft available SB 270 ft available
Traffic Queuing	NB AM 140 ft SB AM 275 ft NB PM 140 ft SB PM 253 ft	NB AM 140 ft SB AM 275 ft NB PM 140 ft SB PM 231-249 ft Mitigated w/traffic signals
Bus Weaving w/Traffic	NB across 1 or 2 lanes SB across 1 or 2 lanes	NB across 1 or 2 lanes SB across 1 or 2 lanes Mitigated w/signal signals
Impeded Flow Within Transit Center	None	Queued buses may impede buses to enter bus facility. Mitigated with yield markings



LEGEND

	Northbound Zone of Sight Obstruction
	Southbound Zone of Sight Obstruction



Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Resolution No. 4172, Revised

Subject: Cycle 2 Regional Active Transportation Program (ATP) of Projects

Background: The State established the Active Transportation Program (ATP) in September 2013. The ATP funding is distributed 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 proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC’s Regional ATP Guidelines in March 2015, and applications for the Regional Program were due to MTC on June 1, 2015. Roughly \$30 million is available for programming under the Cycle 2 Regional ATP.

MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 1.

Statewide Competitive ATP Results

Concurrent with the Regional ATP process described below, the CTC released the staff recommendations for the Statewide Competitive ATP projects on September 15, 2015. The recommended projects are listed in Attachment 2. CTC proposes to fund eight projects in the MTC region for a total of \$20 million, out of a statewide program of \$180 million. Those projects that CTC recommended were removed from further Regional ATP evaluation. CTC will consider approving the statewide program at its meeting on October 21-22, 2015.

Regional Project Selection Process

MTC received 107 applications totaling about \$220 million in response to the Regional ATP Call for Projects. Of these, one project was withdrawn after submittal. MTC staff worked with a 21-member multi-disciplinary advisory committee to score and rank the remaining applications (see Attachment 3). The MTC review advisory committee used the same evaluation form and scoring criteria from Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities.

Each application was assigned to a team of three members of the advisory 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. Staff ranked all responsive applications from highest to lowest based on the consensus score.

Staff recommends fully funding 10 projects and partially funding 1 project for a total of \$30 million. Staff also recommends that MTC adopt a list of contingency projects, ranked in priority order based on the project's evaluation score, of \$29 million. MTC would fund projects on the contingency list should there be any project failures or savings in the Cycle 2 Regional ATP. The recommended projects are listed in Attachment 1. Note that 66% of regional ATP funding as proposed by staff would benefit Communities of Concern, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools (SRTS) projects, 29% of regional ATP funding would benefit SRTS type projects.

Issues:

- **Partial Funding:**
The Lombard Street Vision Zero project sponsored by the San Francisco Department of Public Works requested \$3.8 million in ATP funds; however, only \$1.9 million of ATP remains after funding higher-scoring projects. Therefore, staff recommends partially funding the Lombard Street project at \$1.9 million. Should San Francisco not be able to scale the project or to fully fund the project using other funds, staff recommends going down the contingency list to fully program the remaining \$1.9 million.
- **Improvements for Cycle 3 ATP:**
Cycle 2 implemented suggested improvements from Cycle 1, including a role for the Congestion Management Agencies, and more evaluators reviewing each application. Potential improvements for Cycle 3 include revising the point structure for disadvantaged communities, and establishing a two-tier program based on size of funding request, in order to encourage more, smaller projects in the program (many projects funded in Cycle 2 requested large amounts of ATP funds, \$2-6 million, which presents challenges in a relatively small program). CTC will form a Technical Advisory Committee to review potential changes to Cycle 3.

Recommendation: Refer MTC Resolution No. 4172, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments:

- Attachment 1:** Recommended 2015 Regional ATP Program of Projects and Contingency Projects
- Attachment 2:** Approved Statewide ATP Projects in the Bay Area
- Attachment 3:** List of Project Evaluators
- Attachment 4:** 2015 ATP Regional Applications (List of Received Project Applications)

MTC Resolution No. 4172, Revised

Attachment 1: Recommended 2015 Regional ATP Program of Projects

County	Sponsor	Project	Amount (\$1,000s)	Project Description
Alameda	Alameda County Public Works Agency	Castro Valley Elementary Safe Routes to Schools (Design Only)	\$250	Install sidewalks, curbs, gutters and crosswalks along Anita Avenue between Castro Valley Boulevard and Somerset Avenue. The Castro Valley Elementary Safe Routes to School project will increase walking and biking, as well as reduce injuries.
Alameda	Alameda County Public Works Agency	Creekside Middle School Safe Routes to Schools	\$475	Installing sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Center Street between Heyer Avenue and Paradise Knolls. The Creekside Middle School Safe Routes to School project will increase walking and biking, as well as reduce injuries.
Alameda	Alameda County Public Works Agency	Stanton Elementary School Safe Routes to Schools (Design and Right-of-Way Only)	\$300	Install sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Stanton Avenue between Castro Valley Boulevard and Somerset Avenue. The Stanton Elementary School Safe Routes to Schools project will increase walking and biking, as well as reduce injuries along Stanton Avenue.
Alameda	City of Oakland	Telegraph Avenue Complete Street Improvements	\$4,554	Improve transportation safety and comfort on Telegraph Avenue (between 20th Street and 41st Street) through installation of dedicated bicycle facilities, safer and more frequent pedestrian crossings, and transit boarding islands. This project will provide direct connections to downtown Oakland, BART stations on both ends of the corridor, a major hospital center, and multiple commercial districts.
Contra Costa	City of San Pablo	Rumrill Boulevard Complete Streets Improvements	\$4,310	Implement complete streets improvements along Rumrill Boulevard in the City of San Pablo (between San Pablo Avenue to the North and Costa Avenue to the South). This project will provide directional cycletracks, sidewalk and crossing improvements, street trees, landscaping, lighting and transit shelters along the length of the corridor.
Marin	Marin County Transit District (Marin Transit)	Pedestrian Access and Safety Improvements for the Downtown Novato Bus Transit Facility	\$1,286	Reconstruct the existing Downtown Novato transit facility to improve pedestrian safety, bus operations, accessibility, and provide new bicycle racks. The Novato transit facility is located on Grant Avenue at Redwood Blvd, within Downtown, in the City of Novato.
Napa	Napa County Transportation Planning Agency	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106	Construct 9.4 miles of the Class I bicycle and pedestrian facility on the Napa Valley Vine Trail. The portion of the trail that will be constructed will be within Napa County from Pratt Avenue in the City of St. Helena to Lincoln Avenue in the City of Calistoga, generally along the SR 29 corridor.

County	Sponsor	Project	Amount (\$1,000s)	Project Description
San Francisco	San Francisco County Department of Public Health	SF Safe Routes to Schools 2017-2019 Non-Infrastructure Project	\$2,797	Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables from school years 2017-2019 at 29 elementary, 4 middle and 2 high schools in San Francisco Unified School District.
San Francisco	San Francisco Public Works	Lombard Street Vision Zero Project (Partial Funding)	\$1,854	Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks as part of the Lombard Street Vision Zero Project. This project will focus on the 1.1 mile section of Lombard Street (a section of California Highway 101) between Van Ness Avenue and Doyle Drive.
Santa Clara	City of San Jose	Coyote Creek Trail - Mabury to Empire	\$5,256	Close a 0.3-mile gap in the 25-mile regional Coyote Creek Trail system that has been recently master planned. This gap is located from Mabury Road to Empire Street, along the Coyote Creek channel.
Solano	Solano Transportation Authority	Solano Transportation Authority - Safe Routes to Schools Infrastructure and Non-infrastructure in the Cities of Benicia, Rio Vista & Vallejo	\$3,067	This combined infrastructure and non-infrastructure Safe Routes to Schools project, provides for infrastructure improvements at 7 schools, while providing education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo.
Total			\$30,255	

Staff Recommendations for MTC 2015 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Amount (\$1,000s)
91.7	San Francisco	San Francisco DPW	Lombard St Vision Zero *Remaining Amount*	\$1,946
91.6	Alameda	ACTC	East Bay Greenway (Design Only)	\$4,125

91.0	Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	\$759
91.0	San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	\$10,164
91.0	Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	\$3,062
91.0	Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	\$889
90.0	Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (Design Only)	\$330
90.0	Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	\$1,271
89.5	Solano	Solano TA	Bay /Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	\$6,208
			Total	\$28,754

Attachment 2
CTC-Recommended 2015 Statewide ATP Projects in the Bay Area

County	Agency	Description	Funded Amount (\$1,000s)
Alameda	Berkeley	9 th Street Bicycle Blvd Pathway Extension, Ph. 2	\$850
Alameda	Oakland	19 th Street BART to Lake Merritt Urban Greenway	\$4,583
Contra Costa	Contra Costa County	Rio Vista Elementary School Pedestrian Connection	\$600
Contra Costa	Contra Costa County	Bailey Rd/SR-4 Interchange Bicycle/Pedestrian Improvements	\$4,160
Contra Costa	Richmond	Yellow Brick Rd in Richmond's Iron Triangle	\$6,209
San Mateo	Daly City	Central Corridor Bicycle/Pedestrian Safety Improvements	\$2,019
San Mateo	San Mateo County	Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)	\$966
San Mateo	South San Francisco	Linden/Spruce Ave Traffic Calming Improvements	\$868
Total			\$20,255

Metropolitan Transportation Commission
2015 Regional Active Transportation Program - Cycle 2

List of Project Evaluators

Affiliation	Description
ABAG Bay Trail Project	Recreational Trails
Alameda County Transportation Commission	Congestion Management Agency
Bay Area Rapid Transit (BART) District	Transit
California Walks	Safe Routes to School/ Pedestrian Safety
ChangeLab Solutions	Public Health
City of Albany	City
City of Menlo Park	City
City of San Jose	City
City/County Ass'n of Gov'ts of San Mateo County	Congestion Management Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Napa County Transportation Planning Agency	Congestion Management Agency
Petaluma Transit	Transit
MTC Policy Advisory Council (1)	Policy Advisory Council/ Paratransit
MTC Policy Advisory Council (2)	Policy Advisory Council/ Public Health
San Francisco County Transportation Authority	Congestion Management Agency
San Francisco Municipal Transportation Agency	Transit
Santa Clara Dept of Public Health	Public Health
Santa Clara Valley Transportation Authority	Congestion Management Agency
Sonoma County Bicycle Coalition	Bicycle Coalition
Transportation Authority of Marin	Congestion Management Agency

Metropolitan Transportation Commission
2015 Regional Active Transportation Program - Cycle 2

List of Applications Received

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	East Bay Greenway	145,872	4,125	91.6
ALA	Alameda Co PW	Castro Valley Elementary SRTS	2,530	250	92.8
ALA	Alameda Co PW	Creekside MS SRTS	647	475	91.9
ALA	Alameda Co PW	CVHS SRTS	2,680	2,175	89.0
ALA	Alameda Co PW	D St SRTS	5,104	600	63.7
ALA	Alameda Co PW	Heyer Ave School Corridor SRTS	1,990	290	70.6
ALA	Alameda Co PW	Proctor ES SRTS	6,040	600	89.0
ALA	Alameda Co PW	Royal Ave SRTS	460	300	82.0
ALA	Alameda Co PW	Somerset Ave School Corridor SRTS	3,652	330	90.0
ALA	Alameda Co PW	Stanton ES SRTS	2,099	300	94.5
ALA	Alameda, City of	Clement Ave Complete Streets	5,783	5,120	79.0
ALA	Alameda, City of	Encinal HS Intersection Safety Improv	436	386	66.0
ALA	Berkeley	9th St Bicycle Blvd Ext Pathway Ph II	895	850	92.0
ALA	Berkeley	John Muir ES SRTS	382	363	84.8
ALA	Berkeley	Oxford/Jefferson ES SRTS	303	287	87.0
ALA	Berkeley	Sacramento St Pedestrian Improvement	1,766	1,678	89.0
ALA	Berkeley	San Pablo Ave Pedestrian Improvements	490	462	84.0
ALA	Berkeley	University Ave Pedestrian Improvements	824	783	79.8
ALA	EBRPD	Doolittle Dr Bay Trail - MLK, Jr Shoreline Oak	19,750	1,000	59.0
ALA	Emeryville	South Bayfront Bike/Ped Bridge	19,412	3,000	84.7
ALA	Hayward	Tennyson Bike/Ped Bridge	1,161	1,161	58.3
ALA	Oakland	19th St BART to Lake Merritt Urban Greenway	4,683	4,583	91.8
ALA	Oakland	27th St Gateway	3,293	2,913	87.4
ALA	Oakland	Park Blvd SRTS	1,760	1,448	89.0
ALA	Oakland	Telegraph Ave Complete Streets	4,914	4,554	100.0
ALA	Piedmont	Pedestrian Safety & Bike Lane Implementation	3,456	3,062	91.0

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
CCC	Antioch	Delta DeAnza Regional Trail Gap Closure	624	500	52.3
CCC	Antioch	Fitzuren Rd Sidewalk Gap Closure and Bike Lane	400	300	56.0
CCC	Antioch	John Marsh ES Pedestrian Improvements	1,650	1,400	63.3
CCC	CCTA	Mokelumne Pedestrian O/C	6,139	5,424	61.7
CCC	Contra Costa Co	Appian Wy Complete Streets	5,710	5,650	81.0
CCC	Contra Costa Co	Bailey Rd/SR 4 Interchange Bike/Ped Improv	5,195	4,160	86.0
CCC	Contra Costa Co	Fred Jackson Wy 1st Mile/Last Mile Connection	4,400	4,356	89.0
CCC	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	1,235	759	91.0
CCC	Contra Costa Co	Rio Vista ES Pedestrian Connection	905	600	96.0
CCC	EBRPD	Lone Tree Pt Bay Trail - Hercules to Rodeo CCC	2,458	378	73.0
CCC	El Cerrito	SRTS for Summit K2	1,170	1,170	81.0
CCC	Lafayette	Pleasant Hill Rd. Complete Streets	3,967	3,480	84.0
CCC	Moraga, Town of	Moraga Way Bike/Ped Improv	892	800	88.0
CCC	Moraga, Town of	St. Mary's Rd Improvements: Rheem Blvd.-Bollinger	4,890	440	70.0
CCC	Pittsburg	Railroad Ave Multi-Use Trail	1,765	1,545	66.8
CCC	Richmond	Goodrick Ave Bay Trail Gap Closure	1,462	1,271	90.0
CCC	Richmond	Regional Transit Connectivity Improv, Harbor Wy & 16th St	2,557	2,456	67.3
CCC	Richmond	Yellow Brick Rd in Richmond's Iron Triangle	6,452	6,209	96.4
CCC	San Pablo	Rumrill Blvd Complete Streets Improv	5,610	4,310	98.0
CCC	San Ramon	Street Smarts Traffic Safety Program	426	318	84.9
CCC	Walnut Creek	Crosswalk Safety Enhancement: 5 locations	628	555	50.0
CCC	Walnut Creek	SRTS Cedro Lane Improvements	987	874	63.1
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure	2,797	2,475	84.0
MRN	Marin County	Mill Valley/Sausalito Multi-Use Path	1,090	872	57.7
MRN	Marin Transit	Novato Transit Facility: Pedestrian Access and Safety Improv	3,255	1,286	94.0
MRN	Novato	North Novato SMART	982	850	51.0
MRN	San Rafael	Francisco Blvd. E/Grand Ave Bridge Ped/Bike	5,628	3,040	89.0
MRN	SMART	SMART Pathway - San Rafael (McInnis to Smith Ranch)	2,468	2,050	70.0
NAP	Napa	SR 29 Bike/Ped Undercrossing	795	698	77.9
NAP	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	9,206	6,106	95.0
NAP	St. Helena	New Sidewalk Construction	399	399	61.7

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
SCL	Campbell	Eden Ave Sidewalk Improvements	520	460	70.9
SCL	Cupertino	iWalk/iBike Cupertino	2,554	2,554	66.6
SCL	Gilroy	Downtown Gilroy Specific Plan RR Alley Streetscape	1,741	1,539	58.0
SCL	Gilroy	Fifth Street Streetscape	1,120	990	81.0
SCL	Gilroy	Fourth Street Streetscape	1,110	980	69.0
SCL	Gilroy	Gourmet Alley Streetscape	2,767	2,448	81.0
SCL	Gilroy	Lions Creek Trail	1,644	1,454	80.3
SCL	Gilroy	Lions Creek Trail West	519	458	77.3
SCL	Gilroy	West Branch Llagas Creek Trail	1,580	1,398	82.7
SCL	Los Altos	Citywide SRTS	2,284	1,942	71.0
SCL	Los Altos Hills	West Fremont Rd Pathways	1,320	1,056	61.0
SCL	San Jose	ATP Safety and Behavior Change Campaign	989	889	91.0
SCL	San Jose	Coyote Creek Trail: Mabury to Empire	6,184	5,256	96.0
SCL	Santa Clara Co RDA	Fitzgerald Ave Bike/Ped Shoulder & Intersection Improv	1,500	1,100	59.0
SCL	Santa Clara Co RDA	Pedestrian Sensors - Various Locations (SCI Co)	900	700	61.0
SCL	Saratoga	Highway 9 Pedestrian Safety Improv	2,173	1,800	78.0
SCL	Sunnyvale	Interactive Audible Countdown ADA Ped Signals	770	654	64.0
SF	San Francisco DPH	SF SRTS 2017-2019 NI	2,931	2,797	92.7
SF	San Francisco PW	John Yehall Chin SRTS	3,189	2,635	0.0
SF	San Francisco PW	Lombard St Vision Zero	7,697	3,800	91.7
SF	San Francisco PW	Upper Haight Pedestrian Improvements	10,023	1,880	89.0
SF	SFMTA	SE SF Multi-Modal Safety Upgrades	27,394	10,164	91.0
SF	SFMTA	SFMTA Pedestrian Wayfinding Program	980	980	78.0
SF	SFMTA	Vision Zero NOMA/SOMA Signal Retiming	4,368	3,977	66.3
SF	SFMTA	Vision Zero SF Safer Intersections	2,780	2,780	89.2
SF	TBJPA	Transbay Transit Bike/Ped Safety and Accessibility	11,480	2,922	82.0
SM	Belmont	Ralston Ave Corridor Complete Streets	8,908	7,886	63.0
SM	Daly City DPW	Central Corridor Bike/Ped Safety Improvements	2,276	2,019	84.0
SM	East Palo Alto	University Ave Complete Streets Pilot	4,900	4,360	81.7
SM	Pacifica	Palmetto Ave Streetscape	4,900	2,900	66.0
SM	San Carlos	Hwy 101 Bike/Ped Overcrossing	4,500	3,600	86.0

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
SM	San Carlos	SRTS Improvements - Arroyo and Orange Ave	685	685	81.0
SM	San Mateo Co	Redwood City 2020 STEP	966	966	89.0
SM	San Mateo, City of	Hillsdale/US-101 Bike/Ped O/C	41,918	2,655	85.6
SM	So San Francisco	Sunshine Gardens Traffic Calming Improvements	1,139	968	73.0
SM	So. San Francisco	Linden/Spruce Ave Traffic Calming Improv	1,038	868	68.8
SM	Woodside	Woodside ES Student Pathway	994	795	82.0
SOL	Fairfield	E. Tabor/Tolenas SRTS Gap Closure	1,700	1,700	87.0
SOL	Fairfield	W. Texas St Gateway Improvements	3,500	3,500	86.0
SOL	Rio Vista	Bicycle and Pedestrian Master Plan	120	100	75.0
SOL	Solano Co	Farm to Market Ph I	2,131	1,420	75.0
SOL	Solano Transportation Authority	Bay Trail/Vine Trail Gap Closure: Vallejo to American Canyon	7,489	6,208	89.5
SOL	Solano Transportation Authority	SR2S Infrastructure & NI: Benicia, Rio Vista, Vallejo	3,467	3,067	92.0
SOL	Suisun	McCoy Creek Trail Improvements Ph II	2,720	2,720	79.0
SON	Santa Rosa	Jennings Ave At-Grade Bike/Ped Xing - SMART RR Tracks	2,217	1,279	75.6
SON	Sebastopol	Bike Lanes on Rte 116, City of Sebastopol	1,000	800	77.1
SON	SMART	SMART Pathway - Petaluma (Payran to Southpoint)	3,272	1,950	84.0
SON	Sonoma Co Regional Parks	Bellevue Creek Trail	1,355	1,300	76.0
SON	Sonoma County Air Pollution Di	Crocker Road Bike/Ped	2,197	1,944	63.0
SON	Sonoma County DPW	Willowside SRTS	1,700	900	79.0
107 Applications Received.			Totals	532,133	218,029

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 Project

Date: February 25, 2015
W.I.: 1515
Referred by: PAC
Revised: 10/28/15-C

ABSTRACT

Resolution No. 4172

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 2 Guidelines and Program of Projects 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 – Regional Active Transportation Program of Projects

This resolution was amended by Commission Action on October 28, 2015 to include Attachment B, the 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 February 11, 2015 and October 14, 2015.

Date: February 25, 2015
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 2 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4172

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



Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 25, 2015.

Attachment B
Metropolitan Transportation Commission
2015 Active Transportation Program (ATP)
Cycle 2
FY 2016-17 through FY 2018-19
Regional ATP Cycle 2 List of Projects
October 2015

MTC Resolution No. 4172
Attachment B
Adopted: 02/25/15-C
Revised: 10/28/15-C

Regional ATP Cycle 2 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda Co PW	Castro Valley Elementary Safe Routes to School (PS&E)	\$250,000
Alameda	Alameda Co PW	Creekside MS Safe Routes to School	\$475,000
Alameda	Alameda Co PW	Stanton ES Safe Routes to School (PS&E/ROW)	\$300,000
Alameda	Oakland	Telegraph Ave Complete Streets	\$4,554,000
Contra Costa	San Pablo	Rumrill Blvd Complete Streets Improvements	\$4,310,000
Marin	Marin Transit	Novato Transit Facility: Ped Access & Safety Imps	\$1,286,000
Napa	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106,000
San Francisco	San Francisco DPH	SF Safe Routes to School Non-Infrastructure	\$2,797,000
San Francisco	San Francisco DPW	Lombard St Vision Zero *Partially Funded*	\$1,854,000
Santa Clara	San Jose	Coyote Creek Trail: Mabury to Empire	\$5,256,000
Solano	Solano TA	SRTS Infrastructure & NI: Benicia, Rio Vista, Vallejo	\$3,067,000
TOTAL:			\$30,255,000

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Regional ATP Cycle 2 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
San Francisco	San Francisco PW	Lombard St Vision Zero *Remaining Amount*	\$1,946,000
Alameda	ACTC	East Bay Greenway (PS&E)	\$4,125,000
Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	\$759,000
San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	\$10,164,000
Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	\$3,062,000
Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	\$889,000
Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (PS&E)	\$330,000
Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	\$1,271,000
Solano	Solano TA	Bay/Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	\$6,208,000
TOTAL:			\$28,754,000

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