

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 13, 2019

Agenda Item 3b

Resolution No. 4324, Revised

Subject: Cycle 4 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 on May 16, 2018, and applications for the Regional Program were due to MTC on July 31, 2018. Roughly, \$37 million is available for programming under the Cycle 4 Regional ATP.

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

Statewide Competitive ATP Results

The CTC adopted the Statewide Competitive ATP list of projects on January 30, 2019. CTC funded two projects in the MTC region for a total of \$12 million, out of a statewide program of \$238 million (only 5% of the statewide total), as listed below.

| County | Agency | Description | Amount (\$1,000s) |
|---------------|----------|--|-------------------|
| San Francisco | SFDPW | Alemanly Interchange Improvements | \$1,971 |
| Santa Clara | San Jose | Better Bikeway SJ - San Fernando Corr. | \$9,992 |
| Total | | | \$11,963 |

The state received 554 applications requesting over \$2.2 billion in ATP funds. The CTC encouraged applicants to apply for large transformative projects, which increased the average ATP request size by \$2 million to \$4 million per application. As a result, the CTC funded 47 fewer projects in ATP Cycle 4 compared to ATP Cycle 3 and ATP Cycle 3 Augmentation. The sharp increase in application request size also influenced the MTC Regional ATP.

MTC’s Regional Project Selection Process

MTC received 72 applications totaling \$339 million in response to the Regional ATP Call for Projects. 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. MTC enlisted a 21-member multi-disciplinary evaluation committee to score and rank the remaining applications (see Attachment 2). The review committee used the same evaluation form and scoring criteria used for the Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

Regional Project Recommendations

Staff recommends fully funding four projects and partially funding two projects for a total of \$37 million (see Attachment 1). This figure includes two projects requesting less than \$1 million to meet MTC's 10% funding target for smaller projects. Staff also recommends adopting a list of contingency projects totaling \$39 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 4 Regional ATP. All projects in the regional ATP as proposed would benefit Disadvantaged Communities, greatly exceeding the 25% target.

Issues:

- 1. 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, not enough funding remains to fully fund SMART's request. Therefore, MTC staff 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. Should SMART not be able to scale the project to deliver the full project benefits, staff recommends fully funding other partially funded projects (see #2 below), followed by projects on the contingency list.
- 2. 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. Therefore, staff recommends partially funding the project at \$12.9 million. Should San Jose not be able to scale the project to deliver the full project benefits, or to fully fund the project using other funds, staff recommends funding projects on the contingency list to fully fund the remaining \$12.9 million.
- 3. Caltrans Eligibility Determination Pending:** Caltrans performed an initial examination of scope eligibility and deliverability for all projects applying for ATP funds. Once MTC releases its staff recommendations, Caltrans and MTC staff will work with project sponsors to resolve any issues. Therefore, it is important for sponsors to note that MTC's proposed funding amounts are subject to this review. Following review and agreement, MTC and CTC may amend the project descriptions and funding amounts.

4. **Improvements for Cycle 5 and Legislative Program:** Between the Statewide and Regional ATP, only eight projects received funding in four Bay Area counties in Cycle 4. State law requires MTC to hold a competitive process to determine the funding program, and does not allow for geographic distribution in the competitive process. In light of these results in Cycle 4, staff will work with CTC and stakeholders to consider developing the state and regional Cycle 5 Program Guidelines. Further MTC's legislative program includes exploring ATP reform ideas to improve the program. In particular, having reliable adequate ATP funding is an important tool for making the regions' SB 375 goals. MTC anticipates the Cycle 5 process to begin in 2020.

Recommendation: Refer MTC Resolution No. 4324, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments:

- Attachment 1:** Recommended Cycle 4 Regional ATP Program of Projects and Contingency Projects
- Attachment 2:** List of Project Evaluators
- Attachment 3:** Cycle 4 Regional ATP List of Applications Received
- Attachment 4:** MTC Comment Letter to CTC regarding Cycle 4 Statewide ATP Recommendations, dated January 28, 2019
- MTC Resolution No. 4324, Revised:** Attachment B

Attachment 1

Recommended Cycle 4 Regional ATP Program of Projects (Alphabetical Order)

| County | Sponsor | Project | Requested Amount (\$1,000s) | Project Description |
|---------------|----------------|--|------------------------------------|---|
| Alameda | ACPW | Active and Safe Oakland | 999 | Active & Safe Oakland will bring Safe Routes to School and Safety Patrol programming to 18 disadvantaged elementary schools that have not adopted and maintained such programs. |
| Alameda | ACTC | Alameda County School Travel Opportunities Program | 3,761 | Comprehensive school transportation alternatives program targeting disadvantaged and high-collision communities to encourage active transportation in Alameda County K-12 schools. |
| Alameda | Albany | Ohlone Greenway Trail Safety Improvements | 410 | Project includes installing 3 bulb outs, new signal equipment, leading pedestrian interval, pedestrian countdown heads, APS pedestrian push buttons and high visibility crosswalks. |
| San Francisco | SFMTA | 6th Street Pedestrian Safety Project | 6,000 | Install pedestrian safety improvements, including wider sidewalks, new traffic signals, corner bulbouts, street lighting, and traffic lane reallocation, on a high-injury corridor. |
| Santa Clara | San Jose | Willow-Keyes Complete Streets Improvements | 12,926* | Construct Class IV protected bike lane, sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, transit boarding improvements; reconfigure complex intersections. |
| Sonoma | SMART | SMART Pathway Project - East Petaluma to Penngrove Segment | 5,910 | Construct a Class 1 non-motorized pathway within the publicly owned SMART railroad right-of-way between Penngrove and Petaluma. |
| | | SMART Pathway Project - Rohnert Park to Southwest Santa Rosa Segment | 6,664 | Construct a Class 1 non-motorized pathway within the publicly owned SMART railroad right-of-way between Rohnert Park and Southwest Santa Rosa. |
| Total | | | \$36,670 | |

* San Jose requested \$16,538; however, \$12,926 is available for funding. San Jose has committed to delivering the project benefits using other funds, and may receive contingency funds if available.

Staff Recommendations for MTC Cycle 4 Regional ATP – Contingency List

| MTC Score | County | Sponsor | Project | Requested Amount (\$1,000s) |
|--------------|---------------|--------------------|---|-----------------------------|
| 91.0 | Santa Clara | San Jose | Willow-Keyes Complete Streets Improvements | \$3,612* |
| 90.0 | Alameda | ACTC | East Bay Greenway: San Leandro BART to South Hayward BART (PS&E) | \$10,400 |
| 90.0 | Alameda | Berkeley | Milvia Street Bikeway Project | \$3,351 |
| 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 available for funding, a difference of \$3,612 remains.

Attachment 2

Metropolitan Transportation Commission
 Regional Active Transportation Program - Cycle 4

List of Project Evaluators

| Affiliation | Description |
|--|--|
| Alameda County Transportation Commission | Congestion Management 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 | Congestion Management Agency |
| San Mateo County Health System | Public Health |
| Santa Clara Valley Transportation Authority | Congestion Management Agency |
| Solano Transportation Authority | Congestion Management Agency |

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 - East Petaluma to Pengrove | \$ 31,909 | \$ 5,910 | 92.0 |
| SON | SMART | SMART Pathway - Rohnert Park to Southwest Santa Rosa | \$ 31,909 | \$ 6,664 | 92.0 |
| SCL | San Jose | Willow-Keyes Complete Streets Improvements <i>(Partial \$12,953K recommended)</i> | \$ 19,649 | \$ 16,538* | 91.0 |
| ALA | ACTC | East Bay Greenway: San Leandro BART to South Hayward BART | \$ 119,164 | \$ 10,400 | 90.0 |
| ALA | Berkeley | Milvia Street Bikeway Project | \$ 4,190 | \$ 3,351 | 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 | Alemanly 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 |

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 |
|-----|---------------------|---|-------------------------------|-------------------------------|-----------------|
| SM | Millbrae | Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project | \$ 19,500 | \$ 17,000 | 57.0 |
| 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 | SFMTA | 27 Bryant Tenderloin Transit Reliability Enhancement Project | \$ 6,943 | \$ 5,057 | 0.0 |

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



METROPOLITAN
TRANSPORTATION
COMMISSION

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

January 28, 2019

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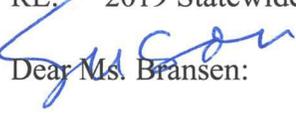
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Local Government Services

Susan Bransen
Executive Director
California Transportation Commission
1120 N St., MS-52
Sacramento, CA 95814

RE: 2019 Statewide Competitive Active Transportation Program (Cycle 4)


Dear Ms. Bransen:

Thank you and your staff for the hard work in developing the Cycle 4 Active Transportation Program statewide recommendations. Your staff released the initial staff recommendations in late 2018, and released revised recommendations in mid-January.

The Metropolitan Transportation Commission (MTC) appreciates that the current ATP application and evaluation process is the result of extensive public participation and stakeholder input. The region is grateful for the addition of savings from Cycles 1 and 2 into the program, allowing more projects (including \$10 million for the City of San Jose) to be funded. Still, the Bay Area's overall performance in the statewide competitive ATP is deeply disappointing – with only two successful projects (out of 51 successful projects statewide) capturing \$12 million in statewide ATP funding (out of \$238 million available – or 5%).

Many of the Bay Area's proposed ATP projects strongly meet state goals advanced by Governor Executive Orders, the California Air Resources Board, and ATP program itself. These goals include encouragement of active transportation and mode shift, reduction of greenhouse gas emissions, reduction of vehicle-miles travelled, and focus on disadvantaged communities. Example projects that closely align with these state goals include the following projects that scored in the 80s:

- Alameda County Transportation Commission's East Bay Greenway project – a transformative \$120 million pathway project connecting San Leandro to South Hayward (score: 89)
- Oakland's Plaza de la Fuente (E. 12th Street Pedestrian and Bicycle Improvements) project – improving the active transportation experience and safety in Oakland's disadvantaged Fruitvale District (score: 87)
- Sonoma Marin Area Rail Transit District's Pathway Gap Closure project – closing an important gap between Santa Rosa and Rohnert Park through disadvantaged areas of Sonoma County (score: 85)
- Santa Clara Department of Public Health's Healthy, Safe, and Active South Santa Clara County – a non-infrastructure project focused on disadvantaged areas of Southern Santa Clara County (score: 85)

Through our analysis, there are many potential reasons why CTC is unable to fund more Bay Area projects. MTC looks forward to discussing these issues and their solutions with you and your staff in the coming months. Potential topics include:

- Re-examine definitions and scoring of disadvantaged communities, such as replacing the regional definition with one that considers cost-of-living factors in different parts of the state;
- Simplify further the application process, including consolidating questions and reducing evaluation subjectivity; and
- Examine additional resources for technical assistance, including from the Active Transportation Resource Center, CTC and Caltrans staff, and non-profit/ advocacy groups.

Also of note, this year's MTC legislative platform includes exploring ATP reform ideas that improve the program. After five years and the passage of Senate Bill 1 (2017), the region believes there are opportunities to improve the program further to ensure it is a key element of meeting regional SB375 goals.

MPOs such as MTC have important goals to meet in order to truly implement our regional transportation and land use plans. The Active Transportation Program is an important tool in the array of programs helping regions meet their state-mandated emission targets, among other goals. Having reliable, adequate funding is key. Therefore, we look forward to discussing ideas with you and your staff.

Thank you again for considering the Bay Area's comments. If you have any questions on our comments, please contact Anne Richman, Director of Programming and Allocations, at (415) 778-6722.

Best regards,



Steve Heminger
Executive Director

cc: April Nitsos, Caltrans HQ Active Transportation Program
Laurie Waters, California Transportation Commission
Carl Guardino, California Transportation Commission
Jim Ghielmetti, California Transportation Commission
Bob Alvarado, California Transportation Commission

SH:kk

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

ABSTRACT

Resolution No. 4324

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

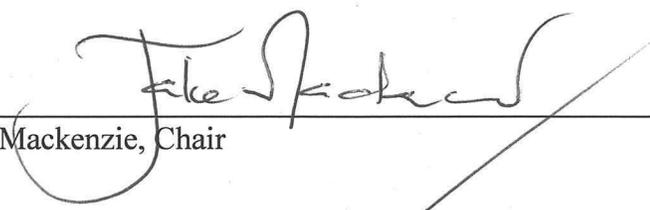
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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.

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 |

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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 |

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