

## 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	Alemany Interchange Improvements	\$1,971
Santa Clara	San Jose	Better Bikeway SJ - San Fernando Corr.	\$9,992
<b>Total</b>			<b>\$11,963</b>

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-Marín 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 program 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)**

			Requested Amount (\$1,000s)	
County	Sponsor	Project		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**

<b>MTC Score</b>	<b>County</b>	<b>Sponsor</b>	<b>Project</b>	<b>Requested Amount (\$1,000s)</b>
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
<b>Total</b>				<b>\$38,821</b>

\* 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**

<b>Affiliation</b>	<b>Description</b>
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	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

## 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	<del>Heyer Avenue SRTS Corridor</del>	<del>\$ 2,600</del>	<del>\$ 398</del>	<del>0.0</del>
ALA	ACPW	<del>Proctor Elementary School SRTS</del>	<del>\$ 5,150</del>	<del>\$ 796</del>	<del>0.0</del>
SF	SFMTA	<del>27 Bryant Tenderloin Transit Reliability Enhancement Project</del>	<del>\$ 6,943</del>	<del>\$ 5,057</del>	<del>0.0</del>

72	Applications Received.	Totals	\$ 727,667	\$ 339,972
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METROPOLITAN  
TRANSPORTATION  
COMMISSION

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January 28, 2019

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. 12<sup>th</sup> 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
<b>TOTAL:</b>			<b>\$36,670</b>

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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&amp;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
<b>TOTAL:</b>			<b>\$38,821</b>

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