

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 3b - 21-0433

MTC Resolution No. 4403, Revised

Subject: 2021 Regional Active Transportation Program (ATP) Cycle 5 Program of Projects

Background: The State established the Active Transportation Program (ATP) to fund bicycle, pedestrian, and other active transportation projects 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”).

A summary of the region’s performance in the Cycle 5 ATP statewide component is discussed in Attachment 1. 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 March 25, 2020, and applications for the Regional Program were due to MTC on September 15, 2020. MTC’s Cycle 5 Regional ATP includes \$37 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 2.

MTC’s Regional Project Selection Process

MTC received 61 applications requesting \$356 million, approximately ten times the available amount. Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. MTC staff enlisted a 21-member multi-disciplinary evaluation committee in seven teams of three evaluators each to score and rank the applications (see Attachment 3). The review committee used the same evaluation form and revised scoring criteria used in 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 seven projects and partially funding one project for a total of \$37 million (see Attachment 2). Staff also recommends adopting a list of contingency projects totaling \$35 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 5 Regional ATP. Seven of the eight projects in the regional ATP, as proposed, would benefit disadvantaged

communities. Specifically, 96% of the regional program funds will benefit a disadvantaged community, greatly exceeding the required 25% target.

Project Recommendations Items of Interest

1. Tie Score: Five projects received a score of 92, which was the lowest score for funding. The projects are sorted by the tie-breaker rules according to those used in the state ATP guidelines. The most significant factor breaking the tie is construction readiness.

2. MTC Application Recommended for Award: The highest scoring project in the regional program is the Richmond-San Rafael Bridge Shared Use Path Gap Closure in Marin, submitted by MTC staff. MTC staff supports the recommendation for two reasons. First, the evaluation committee gave the project a high score under the Regional ATP guidelines scoring rubric, with particular high marks for the potential to increase bike and pedestrian trips, identification in a community based transportation plan, completed environmental clearance, and closing a gap in the regional bike network. Secondly, as a part of our technical assistance efforts, a consultant scored a subset of applications from each evaluation team to benchmark and identify any potential biases in our evaluation process. The Gap Closure project was included in the consultant's review, and they gave it the highest score out of the group.

3. Partial Funding: The Folsom Streetscape project sponsored by San Francisco MTA requested \$12 million in ATP funds; however, only \$7 million of ATP remains after funding higher scoring projects. Therefore, staff recommends partially funding the project at \$7 million. SFMTA submitted a scalability plan as required in the regional ATP guidelines, and staff expects SFMTA will deliver the full project benefits. Should SFMTA not be able to scale the project to deliver the project benefits, or to fully fund the project using other funds, staff recommends removing the Folsom Streetscape project from the regional list and funding projects on the contingency list to fully program the remaining \$7 million.

ATP Funding History

Since 2014, \$324 million has been awarded to projects in the MTC region through both the State and Regional ATP competitions. Attachment 6 provides a historical summary of the total awards sorted by county for the combined and individual programs. Considering both programs, most counties have received a comparable amount of funds to their population share within the region. However, there are two outliers, Alameda County which has received significantly more in grant funding than its population share, and Santa Clara County which has received significantly less. This discrepancy exists for two main reasons:

1. The ATP program heavily prioritizes projects benefiting disadvantaged communities. Alameda County has a higher proportion of census tracts

and neighborhoods that qualify under the current definitions compared to Santa Clara County.

2. There is a significant difference in the amount of funds and number of applications requested by each of the two counties. Alameda County has requested 31% of the total funds through 131 applications over all cycles, whereas Santa Clara has only requested 13% of the funds through 53 applications. Notably Santa Clara County agencies only submitted two applications this cycle, while Alameda County agencies submitted 19 applications.

Technical Assistance Program Update


New for ATP Cycle 5, MTC created an application technical assistance program to improve the quality and overall competitiveness of applications from the region. MTC staff led the program with support from a consultant and reviewed seven applications assessing overall quality, legibility, consistency, and technical details. Of these seven applications, the state awarded funds to two projects in the Statewide program and staff recommends funding for two other projects in the Regional program.

The consultant team is now working on the next phase of the technical assistance program, which includes a program evaluation report. The findings from the technical assistance program review will inform future regional guideline development and the scope of work for future ATP application technical assistance efforts.

Issues: None.

Recommendation: Refer MTC Resolution No. 4403, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments: **Attachment 1:** Cycle 5 ATP Statewide Component Summary
 Attachment 2: Recommended Cycle 5 Regional ATP Program of Projects and Contingency Project List
 Attachment 3: List of Project Evaluators
 Attachment 4: Cycle 5 ATP List of Applications Received
 Attachment 5: ATP Cycle 5 Recommended Projects Map
 Attachment 6: ATP Funding History Summary
 MTC Resolution No. 4403, Revised


Therese W. McMillan

Metropolitan Transportation Commission Programming and Allocations Committee

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Agenda Item 3b - 21-0433

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Issues: None.

Recommendation: Refer MTC Resolution No. 4403, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

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Therese W. McMillan

Attachment 1

Cycle 5 Active Transportation Program – Statewide Component Summary

MTC Resolution No. 4403, Revised

Statewide Competitive ATP & Quick Build Pilot Program Results

The CTC adopted the Statewide Competitive ATP list of projects on March 24, 2021. CTC funded five projects in the MTC region for a total of \$51 million, out of a statewide program of \$242 million (about 21% of the statewide total), as listed below.

County	Agency	Project Title	Amount (1,000s)
Alameda	Oakland	7th Street Connection Project	\$14,180
Alameda	Oakland	East Oakland Neighborhood Bike Routes	\$17,269
Contra Costa	County Public Works	North Bailey Road Active Transportation Corr.	\$6,159
Santa Clara	County Public Health	Active and Safe Routes to a Healthier City	\$2,510
Solano	Fairfield	West Texas Street Complete Streets Project	\$10,903
Total			\$51,021

The state received 454 applications requesting over \$2.2 billion in ATP funds. This cycle, the average ATP request size increased to \$4.9 million per application from \$4 million in Cycle 4. As a result, the CTC funded 41 projects, 10 fewer in ATP Cycle 5 compared to ATP Cycle 4.

New for ATP Cycle 5 the CTC also adopted the Quick Build Pilot Program of projects on October 21-22, 2020 meeting. CTC awarded \$2.2 million to four projects in the MTC region out of a program total of \$4.4 million (50% percent of the total), as listed below.

County	Agency	Project Title	Amount (1,000s)
Alameda	Berkeley	Martin Luther King (MLK) Jr. Way Vision Zero Phase 1 Quick-Build Project	\$600
Contra Costa	Richmond	Richmond Bay Trail Bicyclist & Pedestrian Safe Connections Quick-Build	\$725
San Mateo	San Carlos	San Carlos Avenue Quick-Build Project	\$622
Santa Clara	San Jose	Edenvale & Sylvandale Schools Pedestrian & Bicycling Safety	\$274
Total			\$2,221

The Quick Build Pilot provides funding for cities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. Bay Area cities have established themselves as leaders for quick build projects, with proven prior successes in San Jose, San Francisco, and Oakland. MTC staff will continue to work with the CTC to evaluate the pilot program and to include quick-build funding in future ATP cycles permanently.

Attachment 2**Recommended Cycle 5 Regional ATP Program of Projects (Alphabetical Order)**

(\$1,000s)

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA	Alameda County Public Works	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 2,996	The project will benefit residents of the low-income census tracts in unincorporated Alameda County, including those north of the corridor, to improve mobility and access. The project will make it safe, comfortable, convenient, and accessible to walk and bike on E. Lewelling Boulevard. The project will close gaps in the sidewalk and bike network on this segment of E. Lewelling.
ALA	City of Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 1,374	40th Street and Shellmound Street from Adeline Street to Bay Bridge Trail, crossing San Pablo Avenue, on Transbay bus route to Bay Bridge to San Francisco. Reducing bicycle-auto and pedestrian-auto collisions, providing a mile-long protected Class 4 protected two-way bikeway interfacing with 14 bus stops, apartments, jobs and transit
CCC	Caltrans District 4	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 3,833	Project will improve pedestrian/bicycle access at Central Ave/I-80 undercrossing with wider sidewalks, new sidewalk-level bikeways, crossing improvements, pedestrian lighting, and fencing.
MRN	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 4,302	The project would close a major gap in the active transportation network between the new pathway on the Richmond-San Rafael Bridge and the multiple bike/ped pathways in southeastern San Rafael. The project would enable access for diverse users groups including residents of the underserved Canal neighborhood, residents and commuters in Marin County, and regional users of the San Francisco Bay Trail.
SF	San Francisco County Transportation Authority	Yerba Buena Island Multi-use Pathway Project	\$ 3,800	Project includes building a multi-use ADA compliant bike/ped pathway connection from the existing Bay Bridge East Span bike/ped landing on Yerba Buena Island to the Ferry Terminal on Treasure Island.
SF	San Francisco Municipal Transportation Agency	Folsom Streetscape Project*	\$ 7,040	The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable.
SM	City of San Mateo	Delaware Street Safe Routes to School Corridor	\$ 1,661	This project will encourage more bicycling activity in an area where currently only the most confident cyclists ride. This will be a facility where users of all ages and abilities are able to travel north-south through the City, and one that serves nearly 1,000 elementary school students who otherwise do not have a low-stress bicycle option to access their schools
SON	City of Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 12,000	Construct Class I shared use bicycle/pedestrian overcrossing, consisting of separated 5' wide pedestrian path and 8' wide bicycle path over US 101, north of College Avenue near Santa Rosa Junior College, Santa Rosa High School, and Coddington Mall.
Total			\$ 37,006	

*SFMTA requested \$12,000, however \$7,040 is available for funding.

Staff Recommendations for MTC Cycle 5 Regional ATP – Contingency List (Score Order)

(\$1,000s)

MTC Score	County	Sponsor	Project Title	Requested Funding	Project Description
92.0	SF	San Francisco Municipal Transportation Agency	Folsom Streetscape Project (Remaining Amount)*	\$ 4,960	The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable.
92.0	ALA	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$ 2,712	The project would construct two protected intersections at Walnut/Fremont and Walnut/Liberty intersections and construct a pedestrian rapid flashing beacon with crossing enhancements at Walnut/California intersection.
92.0	SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 10,107	The project will lead to increased walking and bicycling by: adding Class IV cycle tracks, continuous sidewalks, safety enhanced crosswalks w/ bulbouts and pedestrian refuge islands, and new bus stops.
92.0	CCC	CC County PW	Market Avenue Complete Street	\$ 2,884	The Market Avenue Complete Street project includes the widening of sidewalks, construction of curb extensions, planting of street trees, and striping of Class III shared-lane bicycle markings along 0.3 miles of Market Avenue in the unincorporated North Richmond community.
92.0	SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,454	Improved pedestrian safety on Moorland Avenue via the construction of new sidewalks; shortening of pedestrian trip length to Bellevue Elementary by as much as 0.7 miles or 15 minutes; pedestrian and bicycle safety educational programming and community walk-throughs.
91.0	ALA	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 7,900	The project will construct systemic safety improvements including Class IV separated bikeways, protected intersections, sidewalk improvements, and crosswalk enhancements will provide a safe, comfortable, convenient, and accessible street serving schools, high-frequency bus routes, businesses, parks, and housing.
90.0	CC	East Bay Regional Park District	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,209	The Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project will close a 0.5-mile gap in the 23- mile Carquinez Strait Scenic Loop Trail (CSSLT) and the 500-mile San Francisco Bay Trail.
Total				\$ 35,226	

*SFMTA requested \$12,000, however \$7,040 was available for funding, a difference of \$4,960 remains.

Attachment 3

Metropolitan Transportation Commission
Regional Active Transportation Program - Cycle 5

List of Project Evaluators

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Caltrans District 4 Bike and Pedestrian Advisory Committee (1)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (2)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (3)	Bike & Pedestrian Safety
City of San Rafael	City
City/County Association of Governments of San Mateo County	County Transportation Agency
Contra Costa County (1)	Department of Conservation and Development
Contra Costa County (2)	Department of Conservation and Development
Contra Costa County Public Works	County Public Works
Contra Costa Transportation Authority	County Transportation 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)	Advisory Council
MTC Policy Advisory Council (2)	Advisory Council
Napa County Bicycle Coalition	Bike & Pedestrian Advocacy
Napa Valley Transportation Authority	County Transportation Agency
San Francisco Municipal Transportation Agency	City & Transit Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Advocacy
Solano Transportation Authority	County Transportation Agency
Sonoma County Transportation Authority	County Transportation Agency

Metropolitan Transportation Commission - Cycle 5 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

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
MRN	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 5,612	\$ 4,302	101.0
ALA	Alameda County PW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 9,233	\$ 2,996	100.0
ALA	Oakland	7th Street Connection Project	\$ 21,037	\$ 14,180	97.0
CCC	Caltrans D4	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 4,333	\$ 3,833	97.0
ALA	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 13,915	\$ 1,374	96.0
CCC	CC County PW	North Bailey Road Active Transportation Corridor	\$ 6,845	\$ 6,159	94.0
SON	Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 27,100	\$ 12,000	93.0
SF	SFCTA	Yerba Buena Island Multi-use Pathway Project	\$ 89,400	\$ 3,800	93.0
SM	San Mateo (City)	Delaware Street Safe Routes to School Corridor	\$ 1,661	\$ 1,661	93.0
SF	SFMTA	Folsom Streetscape Project* (Partial \$7,040K recommended)	\$ 38,981	\$ 12,000	92.0
ALA	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$ 3,555	\$ 2,712	92.0
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 12,117	\$ 10,107	92.0
CCC	CC County PW	Market Avenue Complete Street	\$ 3,209	\$ 2,884	92.0
SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,854	\$ 4,454	92.0
SOL	Fairfield	West Texas Street Complete Streets Project	\$ 16,922	\$ 10,903	91.0
ALA	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 30,943	\$ 7,900	91.0
CCC	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,796	\$ 2,209	90.0
ALA	Oakland	International Boulevard Pedestrian Lighting and Sidewalk Improvements (M)	\$ 6,598	\$ 5,212	89.0
ALA	Alameda County TC	East Bay Greenway	\$ 224,070	\$ 24,000	88.0
SM	East Palo Alto	University Avenue at 101 Pedestrian/Bicycle Overcrossing	\$ 14,900	\$ 12,800	87.0
NAP	Napa (City)	Westwood Neighborhood Pedestrian Infrastructure Improvements	\$ 2,258	\$ 2,258	87.0
SM	San Bruno	Huntington Bikeway and Pedestrian Safety Project	\$ 6,750	\$ 6,572	87.0
SCL	SCCPH	Active and Safe Routes to a Healthier City	\$ 2,510	\$ 2,510	87.0
ALA	Alameda County PW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 28,300	\$ 23,385	87.0
CCC	CC County PW	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$ 9,485	\$ 8,535	86.0
ALA	BATA	West Oakland Link to Bay Trail and Bay Bridge Path	\$ 65,035	\$ 3,000	86.0
ALA	Berkeley	Washington Elementary and Berkeley High SR2S Project	\$ 1,425	\$ 1,425	86.0
NAP	Napa Co of Education	Napa County Safe Routes to School Program	\$ 996	\$ 869	86.0
MRN	Novato	San Marin High School Area Multimodal Access Project	\$ 1,743	\$ 1,432	86.0
ALA	Alameda County PW	Anita Avenue Safe and Accessible Route to School and Transit	\$ 5,425	\$ 2,100	85.0
ALA	Oakland	Bancroft Avenue Greenway	\$ 33,690	\$ 4,475	85.0
ALA	Oakland	International Boulevard Pedestrian Lighting and Sidewalk Improvements	\$ 14,824	\$ 11,651	84.0
CCC	CCTA	Our Streets: SRTS Community Bike/Walk Campaign for East Contra Costa	\$ 488	\$ 488	83.0
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 22,127	\$ 1,575	82.5
ALA	Berkeley	Addison Street Bicycle Boulevard Project	\$ 1,997	\$ 1,997	81.0
ALA	Oakland	East Oakland Neighborhood Bike Routes	\$ 21,859	\$ 17,269	80.0
CCC	Concord	Willow Pass/Parkside/Salvio Bikeways Connection Project	\$ 2,968	\$ 2,621	80.0
SM	San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$ 11,600	\$ 8,300	79.0
ALA	Alameda County PW	D Street Safe Route to Fairview Elementary School	\$ 6,964	\$ 2,500	78.0
SM	Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	\$ 20,258	\$ 10,000	77.0
CCC	BART	Bicycle, pedestrian, and ADA improvements at Pittsburg/Bay Point BART Station	\$ 1,996	\$ 1,198	75.0
CCC	Hercules	Willow/Palm Pedestrian Corridor Transit Center Connector	\$ 1,299	\$ 1,124	75.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,996	\$ 1,326	74.0
CCC	Lafayette	Pleasant Hill Road Class I Pathway	\$ 3,070	\$ 2,830	72.0
ALA	Oakland	Garfield Elementary Safe Routes to School	\$ 947	\$ 937	71.0
CCC	Danville	Diablo Road Trail	\$ 3,840	\$ 1,807	70.0
CCC	CC County PW	San Pablo Dam Road Pedestrian Crossings	\$ 1,984	\$ 1,754	69.0
CCC	CC County PW	Appian Way Corridor - Pedestrian Crossing Enhancements	\$ 2,332	\$ 1,961	67.0
ALA	Alameda County PW	Closing the gap in Niles Canyon; the Niles Canyon Pathway	\$ 26,522	\$ 2,800	66.0
CCC	CC County PW	Carquinez Middle School Trail Connection	\$ 4,700	\$ 4,550	63.0
SM	Millbrae	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$ 17,500	\$ 14,000	63.0
SM	Daly City	Bayshore and Woodrow Wilson Safe Routes to School Project	\$ 3,400	\$ 2,780	62.0
NAP	Napa County	Napa Valley Vine Trail Yountville to St Helena Gap Closure	\$ 16,200	\$ 10,000	60.0
SOL	Vacaville	Ulati Creek Safe Routes to Transit Gap Closure	\$ 5,603	\$ 3,468	58.0
SM	Half Moon Bay	Highway 1 Safety and Operational Improvements North	\$ 11,162	\$ 4,462	58.0

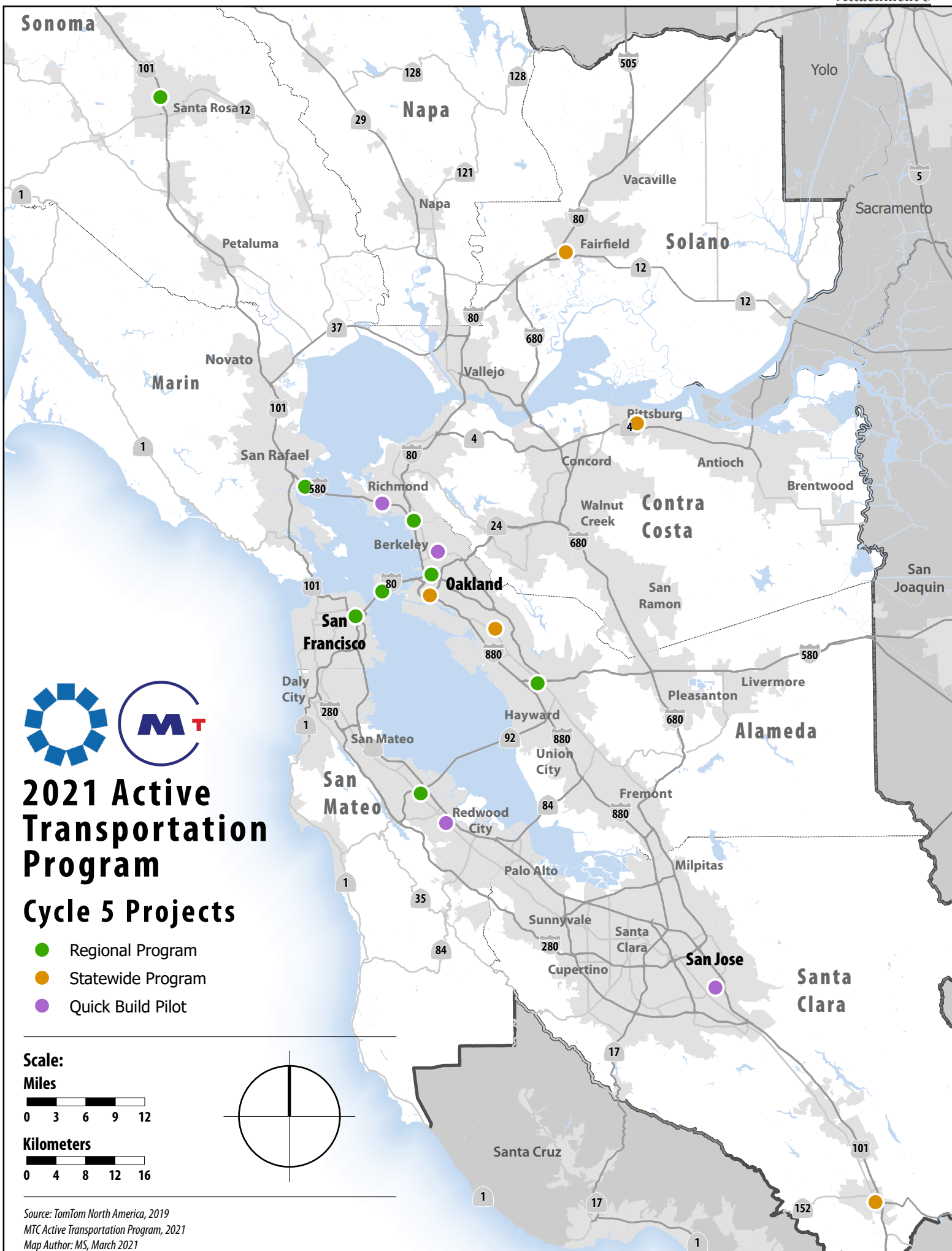
Color Key

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Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
SCL	San Jose	Five Wounds Trail (Story to Julian) - PA&ED and CON	\$ 34,035	\$ 29,387	55.0
ALA	Dublin	City of Dublin Safe Routes to Schools Project	\$ 5,323	\$ 3,456	55.0
CCC	San Ramon	Iron Horse Trail Bicycle and Pedestrian Overcrossing Crow Canyon Road	\$ 18,000	\$ 1,500	49.0
CCC	Danville	Cameo Drive Pedestrian Safety Improvements	\$ 960	\$ 849	47.0
CCC	Lafayette	School Street/Topper Lane Safe Routes to School Project	\$ 5,216	\$ 4,016	42.0
MRN	Tiburon	Trestle Glen Boulevard Class II Bikeway	\$ 3,518	\$ 3,113	35.0

61	Applications Received	Totals	\$ 968,386	\$ 355,766
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ATP Funding History Summary (2014 through 2024)

State and Regional ATP Programs Cycles 1 through 5 (including draft staff recommendations)				
County	County Population % Share Within Region	All ATP Cycles Total \$ Awarded To Region by CTC and MTC	All ATP Cycles Total % Awarded To Region by CTC and MTC	% Differential (to population)
Alameda	21.4%	\$115.3	35.5%	14.1%
Contra Costa	14.8%	\$34.5	10.6%	-4.2%
Marin	3.3%	\$10.0	3.1%	-0.3%
Napa	1.8%	\$10.7	3.3%	1.5%
San Francisco	11.5%	\$40.5	12.5%	1.0%
San Mateo	9.9%	\$22.3	6.9%	-3.1%
Santa Clara	25.2%	\$39.7	12.3%	-12.9%
Solano	5.7%	\$24.4	7.5%	1.9%
Sonoma	6.3%	\$26.9	8.3%	2.0%
MTC		\$324.3		

Regional ATP Programs Cycles 1 through 5 (including draft staff recommendations)				
(\$ millions)				
County	County Population % Share Within Region	Reg ATP Cycles Total \$ Awarded by MTC	Reg ATP Cycles Total % Awarded by MTC	% Differential (to population)
Alameda	21.4%	\$40.0	23.1%	1.7%
Contra Costa	14.8%	\$17.0	9.8%	-5.0%
Marin	3.3%	\$10.0	5.8%	2.4%
Napa	1.8%	\$7.1	4.1%	2.3%
San Francisco	11.5%	\$32.7	18.9%	7.4%
San Mateo	9.9%	\$8.9	5.1%	-4.8%
Santa Clara	25.2%	\$20.5	11.8%	-13.3%
Solano	5.7%	\$11.4	6.6%	0.9%
Sonoma	6.3%	\$25.4	14.7%	8.4%
MTC		\$173.1		

State ATP Programs Cycles 1 through 5 (including draft staff recommendations)				
(\$ millions)				
County	County Population % Share Within Region	ATP Cycles Total \$ Awarded by CTC	ATP Cycles Total % Awarded by CTC	% Differential (to population)
Alameda	21.4%	\$75.2	43.5%	22.0%
Contra Costa	14.8%	\$17.4	10.1%	-4.7%
Marin	3.3%	\$0.0	0.0%	-3.3%
Napa	1.8%	\$3.6	2.1%	0.3%
San Francisco	11.5%	\$7.8	4.5%	-7.0%
San Mateo	9.9%	\$13.4	7.7%	-2.2%
Santa Clara	25.2%	\$19.2	11.1%	-14.1%
Solano	5.7%	\$13.0	7.5%	1.9%
Sonoma	6.3%	\$1.5	0.8%	-5.5%
MTC		\$151.2		

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C
04/28/21-C

ABSTRACT

Resolution No. 4403, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 5 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 – 2021 Regional ATP Program of Projects

This resolution was revised by Commission action on May 27, 2020, to update Attachment A with the revised application deadline and programming milestones in response to Executive Order N-33-20, the COVID-19 State of Emergency.

This resolution was amended via Commission action on April 28, 2021 to update Attachment B, Cycle 5 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 12, 2020, May 13, 2020, and April 14, 2021.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 5 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4403

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

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

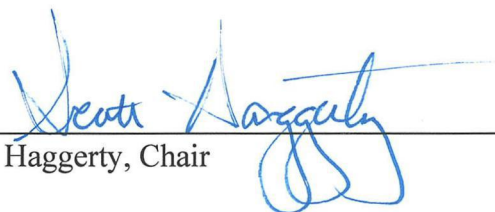
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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



Scott Haggerty, 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 February 26, 2020.

Attachment B
Metropolitan Transportation Commission
2021 Active Transportation Program (ATP)
Cycle 5
FY 2021-22 through FY 2024-25
Regional ATP Cycle 5 Program of Projects

MTC Resolution No. 4403
Attachment B
Adopted: 02/26/20-C
Revised: 04/28/21-C

Regional ATP Cycle 5 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda County PW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 2,996,000
Alameda	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 1,374,000
Contra Costa	Caltrans D4	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 3,833,000
Marin	MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 4,302,000
San Francisco	SFCTA	Yerba Buena Island Multi-use Pathway Project	\$ 3,800,000
San Francisco	SFMTA	Folsom Streetscape Project (<i>Partial</i>)	\$ 7,040,000
San Mateo	San Mateo (City)	Delaware Street Safe Routes to School Corridor	\$ 1,661,000
Sonoma	Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 12,000,000
TOTAL:			\$37,006,000

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Regional ATP Cycle 5 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
San Francisco	SFMTA	Folsom Streetscape Project (<i>Remaining Amount</i>)	\$ 4,960,000
Alameda	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$ 2,712,000
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 10,107,000
Contra Costa	CC County PW	Market Avenue Complete Street	\$ 2,884,000
Sonoma	Sonoma County	Moorland Pedestrian and School Access	\$ 4,454,000
Alameda	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 7,900,000
Contra Costa	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 2,209,000
TOTAL:			\$35,226,000

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