September 10, 2014 **Resolution No. 4132, Revised**

Subject: Cycle 1 Regional Competitive 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 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 Competitive ATP").

MTC is responsible for developing the region's guidelines for the Regional Competitive ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC's Regional Competitive ATP Guidelines in May 2014, and applications for the Regional Program were due to MTC on July 24, 2014. Roughly $30 million is available for programming under the Cycle 1 Regional Competitive ATP.

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

Statewide Competitive ATP Results

Concurrent with the Regional ATP process described below, the CTC adopted the Statewide Competitive ATP list of projects on August 20, 2014. The projects funded are listed in Attachment 2. Those projects that CTC funded were removed from further Regional ATP evaluation.

Regional Project Selection Process

MTC received 127 applications totaling over $200 million in response to the Regional Competitive ATP Call for Projects. Of these, staff disqualified three applications due to missing application components during an initial screening process. MTC staff worked with an 18-member multi-disciplinary advisory committee to score and rank the remaining applications (see Attachment 3). The MTC review advisory committee used the same evaluation form and scoring criteria from Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities.

Each application was scored by two members of the advisory committee, and in order to ensure an objective review, applications were assigned to evaluators from another county when possible, and not assigned to an evaluator from the sponsor agency. Based on the average score of both evaluators per application, staff ranked all responsive applications from highest to lowest.

Staff recommends funding 11 projects totaling $31 million. Staff also recommends that MTC adopt a list of contingency projects, ranked in priority order based on the project's evaluation score, of $2.9 million, or approximately 10% of the Cycle 1 program. MTC would fund projects on the contingency list should there be any project failures or savings in the Cycle 1 Regional Competitive ATP. The recommended projects are listed in Attachment 1. Note that 69% of regional ATP funding as proposed by staff would benefit Communities of Concern, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools (SRTS) projects, 45% of regional ATP funding would benefit SRTS type projects. Further, staff recommends updating

Resolution No. 4132 to reflect the revised schedule and ATP Fund Estimate approved by CTC on August 20, 2014.

Comments Received
Since the close of the call for projects, MTC staff received several comment emails (see Attachment 5) on project applications in Castro Valley (for projects submitted by Alameda County Public Works). These comments are attached to the staff report. None of the comments received relate to projects that staff recommend for funding.

Issues:

- **Tied Scores:** There were four projects that scored "88.0." Among these, staff prioritized projects with the highest regional score. Based on this approach, staff recommends funding the City of Berkeley's LeConte Elementary SRTS project at its requested amount of $682,000, and the Contra Costa Transportation Authority's Riverside Ave. Pedestrian Overcrossing Replacement project at a lower-than-requested amount of $682,000. CCTA has committed to delivering the project at the lower funding amount. This $1.4 million in funding comes from otherwise unprogrammed balance and from a reduced funding recommendation for Bike Share Expansion (see below).
- **Regional Bike Share Expansion:** The proposed $7.7 million recommended for bike share funding represents a 35% reduction from the $11.9 million application submittal to both the Statewide and Regional Competitive ATP programs. The reduction eliminates funding for marketing, which staff believes could be funded with federal funds, and a roughly 40% reduction in project scope. At the April 2014 Programming and Allocations Committee, staff was directed to seek $11.9 million funds for bike share through the ATP. MTC staff is recommending a reduction to create capacity for other high scoring projects; however, any further reduction in funds for bike share will affect MTC's ability to conduct a procurement for bike share expansion for the current pilot area (San Jose and San Francisco), and for San Mateo, Berkeley and Oakland.
- **Improvements for Cycle 2 ATP:** MTC staff received feedback from our evaluation committee on improvements to the ATP application and overall project selection. In addition, staff will work with the Caltrans Bicycle Advisory Committee, of which MTC is a voting member, to convey improvements to the program to the CTC to better reflect our regional and local priorities. Examples include a greater role for county congestion management agencies, improved scoring criteria, and ensuring all projects are scored by three evaluators.

Recommendation: Refer MTC Resolution No. 4132, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments:

Attachment 1 – Recommended ATP Regional Program of Project Awards and Contingency Projects
Attachment 2 – Approved Statewide ATP Projects in the Bay Area
Attachment 3 – List of Project Evaluators
Attachment 4 – 2014 ATP Regional Share Applications (List of Received Project Applications)
Attachment 5 – Comments Received
MTC Resolution No. 4132, Revised

Attachment 1: Recommended ATP Regional Program of Projects

County	Sponsor	Project	Amount ($1,000s)	Project Description
Alameda	Alameda (County); Alameda Co Public Health	Be Oakland, Be Active: A Comprehensive Safe Routes to School Program	$988	Comprehensive non-infrastructure project to promote active transportation and healthy lifestyles to address public health concerns faced by students attending 41 of the most disadvantaged schools in the Oakland Unified School District. Includes pedestrian and bicycle safety education to teachers, parents, and students alongside other encouragement activities and enhanced law enforcement.
Alameda	Alameda (City)	Cross Alameda Trail (includes SRTS component)	$2,231	Construct a multi-use trail through Jean Sweeny Park. Includes a trail gap closure along Atlantic Ave. between Constitution Way and Webster Street, and connects to the existing trail along Ralph Appezzato Memorial Pkwy (Atlantic Ave.) to Main Street. The proposed trail would be about 3,600 feet long, and include 10 feet width for bicyclists, 6 feet for pedestrians, and 5 feet for joggers. Also includes a non-infrastructure component of bicycle safety classes for trail users and students in the four adjacent schools.
Alameda	Berkeley	Safe Routes to School Improvements for LeConte Elementary	$682	Address safety concerns and encourage walking and biking access around LeConte Elementary School, by constructing curb bulbouts, posting pedestrian warning signs and in-pavement pedestrian yield signs, and striping parking restrictions.
Alameda	Livermore	Marylin Avenue Elementary Safe Routes to School	$358	Construct elements to increase safety and encourage walking or biking to school, including closing sidewalk gaps, sidewalk repair, pedestrian bulb-outs, new crosswalks, pedestrian-activated flashing beacons, and speed feedback signs. Marylin Ave. Elementary is a disadvantaged school under state guidelines, with 84% of students qualifying for free or reduced price lunch.
Alameda	Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap (PS&E/ROW)	$3,210	Complete final design and right of way for the project, which would complete a Class I multi-use bridge to close the gap from the San Francisco Bay Trail at Oakland Estuary to Lake Merritt over Embarcadero and the UP Railroad tracks, under I-880 to the Lake Merritt Trail System behind Laney College. Future construction funds (~ $12 million) are not committed; possible sources are future ATP and Measure BB funds (if passed in November)
Contra Costa	East Bay Regional Park District	San Francisco Bay Trail, Pinole Shores to Bay Front Park	$4,000	Construct a 0.5 mile section of the San Francisco Bay Trail in Pinole by extending an existing Class I paved trail from Pinole Shores east, over the UP Railroad tracks via a new bridge to connect to an existing path in Bay Front Park.

County	Sponsor	Project	Amount ($1,000s)	Project Description
Contra Costa	CCTA	Riverside Avenue Pedestrian Overcrossing Replacement	$682	Located just south of the I-80/San Pablo Dam Rd interchange, this project would construct a new pedestrian overcrossing at Riverside Ave. that would extend across Amador Street to improve pedestrian safety. The new overcrossing will land pedestrians and bicyclists on the sidewalk adjacent to Riverside Elementary School, eliminating the need to cross Amador Street.
Regional	MTC	Bay Area Bike Share Expansion	$7,713	Expand the existing Bike Share pilot to Berkeley, Oakland, and San Mateo, as well as augment the system in the existing pilot locations of San Francisco and San Jose, to encourage bicycling for short trips and improve safety through increased bicyclist visibility.
San Mateo	San Mateo (City)	City of San Mateo Safe Routes to School Program	$2,515	Encourage walking and biking to school at 15 elementary and middle schools in San Mateo that are part of the San Mateo-Foster City School District. Includes both an infrastructure piece, including crosswalk crossing beacons, and non-infrastructure piece, such as education and enhanced law enforcement. The project would also benefit portions of San Mateo's identified Community of Concern.
Santa Clara	VTA	VTA's Central & South County Bicycle Corridor Plan	$443	Prepare a bicycle plan for central and south Santa Clara County, to address the comparatively fewer investments in bicycle infrastructure in disadvantaged communities, identify barriers to bicycle travel, ensure cross-jurisdiction coordination, and encourage active transportation.
Sonoma	Santa Rosa	Jennings Avenue Bicycle and Pedestrian Crossing at the SMART Railroad Tracks	$8,157	Construct a new overcrossing over the Sonoma Marin Area Rapid Transit (SMART) tracks at Jennings Avenue to enhance the safety of bicyclists and pedestrians crossing the tracks, especially those accessing the Helen Lehman Elementary School. Jennings Ave. does not cross the railroad tracks, and there are no at-grade pedestrian gates or other crossing-related improvements at the site. The proposed crossing would connect with the SMART multi-use pathway.
		Total	$30,979	

Staff Recommendations for MTC Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Amount ($1,000s)
88.0	Alameda	Oakland	International Boulevard Pedestrian Refuges Project	$602
88.0	San Francisco	SF MTA	SF Citywide Bicycle Wayfinding	$792
87.5	San Francisco	SF DPW	Redding SRTS (ENV/PS&E)	$784
87.0	Contra Costa	Contra Costa County	Rio Vista Pedestrian Connection	$689
			Total:	$2,867

Attachment 2 - Approved Statewide ATP Projects in the Bay Area

County	Agency	Description	Funded Amount ($1,000s)
Alameda	Alameda CTC	East Bay Greenway	$2,656
Alameda	Albany	San Pablo / Buchanan Complete Streets	$335
Alameda	Oakland	International Blvd Pedestrian Lighting and Sidewalk Repair	$2,481
Alameda	Oakland	Laurel, Mills, Maxwell Park, and Seminary Active Transportation Connections	$3,598
Napa	NCTPA	Napa Vine Trail Phase 2	$3,600
San Francisco	SF DPH	San Francisco Safe Routes to School (SRTS) (Non-Infrastructure)	$990
San Francisco	SF DPW	John Yehall Chin SRTS	$514
San Francisco	SF MTA	SF Safer Streets	$2,000
San Mateo	East Palo Alto	US-101 Pedestrian/Bike Overcrossing	$8,600
San Mateo	San Mateo Co. Office of Education	San Mateo County SRTS for Health and Wellness	$900
Solano	STA	Solano County SRTS – Ingraining Walking and Rolling into the School Culture	$388
		Total	$26,062

Metropolitan Transportation Commission

2014 Active Transportation Program - Regional Share

List of Project Evaluators

Affiliation	Description
ABAG Bay Trail Project	Recreation Trails
Alameda County Transportation Commission	Congestion Management Agency
Bay Area Rapid Transit	Transit
California Walks	Safe Routes to School/Pedestrian safety
ChangeLab Solutions	Public Health
City of Menlo Park	City
City of San Mateo	City
City/County Ass'n of Gov'ts of San Mateo County	Congestion Management Agency
Contra Costa County Health Services	Public Health
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Napa County Transportation Planning Agency	Congestion Management Agency
Policy Advisory Council (1)	Policy Advisory Council/Paratransit
Policy Advisory Council (2)	Public Health
San Francisco County Transportation Authority	Congestion Management Agency
Solano Transportation Authority	Congestion Management Agency
Transportation Authority of Marin	Congestion Management Agency
Santa Clara Valley Transportation Authority	Congestion Management Agency

Metropolitan Transportation Commission

2014 Active Transportation Program - Regional Share Applications

($1,000s)

Project Identification						
Dist	**Co**	**Agency**	**Project Title**	**Total Project Cost**	**Total Fund Request**	**Reg'l Score**
4	ALA	Alameda County Public Works Agency*	A Street Bicycle and Pedestrian Safety Improvement Project	270	240	50.5
4	ALA	Alameda County Public Works Agency*	Anita Avenue Pedestrian Safety Improvements	300	265	54.0
4	ALA	Alameda County Public Works Agency*	Ashland Avenue Bicycle and Pedestrian SRTS Project	910	708	79.5
4	ALA	Alameda County Public Works Agency, ACPHD	Be Oakland, Be Active: A Comprehensive Safe Routes to School Program	988	988	94.0
4	ALA	Alameda County Public Works Agency*	D St. Pedestrian and Bicycle Safety Project	550	485	66.0
4	ALA	Alameda County Public Works Agency*	Hillside Elementary School Safe Routes to School Project	970	858	78.0
4	ALA	Alameda County Public Works Agency*	Lewelling Blvd Phase II Safe Routes to School Project	900	900	44.0
4	ALA	Alameda County Public Works Agency*	Safe Routes to School Alameda County	668	668	85.0
4	ALA	Alameda County Public Works Agency*	Somerset Avenue Safe Routes to School Project	300	300	65.5
4	ALA	Alameda County Public Works Agency*	Tesla Road Bicycle Improvement Project	1,960	1,960	27.5
4	*ALA*	*Alameda County Transportation Commission*	*East Bay Greenway*	*3,000*	*3,000*	*97.0*
4	ALA	City of Alameda	Cross Alameda Trail	2,520	2,231	95.5
4	ALA	City of Alameda	Encinal High School Intersection Safety Improvement Project	437	386	60.0
4	*ALA*	*City of Albany*	*Albany Complete Streets for San Pablo Avenue and Buchanan Street*	*3,500*	*3,068*	*86.5*
4	ALA	City of Albany*	Marin Avenue Safe Routes to School Pedestrian Improvements	1,193	1,073	68.0
4	ALA	City of Berkeley	Safe Routes to School Improvements for John Muir Elementary	317	285	65.5
4	ALA	City of Berkeley	Safe Routes to School Improvements for LeConte Elementary	757	682	88.0
4	ALA	City of Berkeley	Safe Routes to School Improvements for Oxford and Jefferson	292	263	78.5
4	ALA	City of Fremont	Civic Center Drive Pedestrian & Bike Streetscape Improvements	2,400	2,112	64.0
4	ALA	City of Fremont	Pedestrian and Bicycle Improvements at Niles Elementary	899	796	47.5
4	ALA	City of Hayward	Tennyson Road Pedestrian and Bicycle Bridge	1,142	1,142	69.0
4	ALA	City of Livermore	Marylin Avenue Elementary Safe Routes to School	359	359	92.5
4	*ALA*	*City of Oakland*	*Laurel, Mills, Maxwell Park and Seminary Active Transportation*	*4,216*	*3,597*	*94.5*
4	*ALA*	*City of Oakland, Bureau of Engineering and Constr*	*International Boulevard Pedestrian Lighting and Sidewalk Repair Project*	*6,475*	*2,481*	*92.0*
4	ALA	City of Oakland, Economic and Workforce Develop	Harrison Street/27th Street/24th Street Improvement	850	850	73.5
4	ALA	City of Oakland, Public Works Department	City of Oakland Improvements for Safe Routes to School	1,236	1,236	83.5

Dist	Co	Agency	Project Title	Total Project Cost	Total Fund Request	Reg'l Score
4	ALA	City of Oakland, Public Works Department	High Street-Courtland Avenue-Ygnacio Avenue Intersection Improvements fo	1,128	1,128	81.5
4	ALA	City of Oakland, Public Works Department	International Boulevard Pedestrian Refuges Project	602	602	88.0
4	ALA	City of Oakland, Public Works Department	Lake Merritt to Bay Trail Bicycle Pedestrian Gap	16,212	3,210	89.5
4	ALA	City of Oakland, Public Works Department	Park Boulevard Area Improvements for Safe Routes to School	1,147	1,147	76.0
4	ALA	City of Oakland, Public Works Department	Telegraph Ave Complete Streets	2,462	2,462	81.0
4	ALA	City of Oakland, Public Works Department	Thornhill Drive/Mountain Boulevard Improvements for Safe Routes to Schoo	660	660	48.5
4	ALA	City of San Leandro	Floresta/Monterey Intersection Improvements	801	681	77.5
4	ALA	City of San Leandro	Traffic Safety Improvements at Garfield & Lincoln Schools	341	290	62.5
4	ALA	San Francisco Bay Area Rapid Transit	Berkeley BART Plaza & Transit Improvements	10,456	3,726	37.0
4	ALA	San Francisco Bay Area Rapid Transit	MacArthur Transit Village Plaza Improvements	5,657	1,500	62.5
4	CC	Central Contra Costa Transit Authority	Access Improvement Implementation for the Monument Corridor	578	512	43.0
4	CC	City of Antioch	John Sutter Elementary SRTS Traffic Signal	370	370	38.5
4	CC	City of Antioch	John Turner Elementary SRTS Ramps	330	330	46.0
4	CC	City of Antioch	Mno Grant Elementary SRTS Traffic Signal	370	370	23.0
4	CC	City of Lafayette	Pleasant Hill Road (Mt. Diablo Blvd.-Springhill/Quandt Rds.) Complete Street	4,237	535	71.5
4	CC	City of Orinda	Orinda Intermediate School Sidewalk Improvement Project	1,600	1,600	56.0
4	CC	City of Pleasant Hill	Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	2,865	1,556	79.0
4	CC	City of Walnut Creek	Walnut Blvd/Walker Ave/Homestead Ave Improvement	8,194	7,254	22.5
4	CC	City of Walnut Creek, Public Services Department	Overlook Area Safe Routes to School and Transit	1,001	886	59.0
4	CC	City of Walnut Creek, Public Services Department	Safe Route to School Cedro Lane Improvements	943	835	55.0
4	CC	City of Walnut Creek, Public Services Department	Safe Route to Transit - Creekside Drive Improvements	806	713	63.5
4	CC	Contra Costa County	Appian Way Complete Streets	761	500	68.5
4	CC	Contra Costa County	Pacheco Blvd. Sidewalk Gap Closure Phase III Pre-Construction Phase	355	300	62.0
4	CC	Contra Costa County	Port Chicago Highway and Willow Pass Road Bike and Pedestrian Project	1,784	1,000	83.5
4	CC	Contra Costa County	Rio Vista Pedestrian Connection	904	689	87.0
4	CC	Contra Costa Transportation Authority	Moklumne Trail Bicycle/Pedestrian Overcrossing at the State Route 4	6,890	6,098	54.5
4	CC	Contra Costa Transportation Authority	Riverside Avenue Pedestrian Overcrossing Replacement**	4,885	2,000	88.0
4	CC	East Bay Regional Park District	San Francisco Bay Trail, Pinole Shores to Bay Front Park	7,100	4,000	93.0
4	CC	Town of Moraga	Moraga Center Pedestrian and Bicycle Improvements Project	850	753	64.0
4	MRN	City of Novato	Arthur Street Sidewalk Gap Closure	350	350	51.5
4	MRN	City of Novato	Nave Drive Multi Use Path - Main Gate Road to Bolling Drive	585	386	27.0
4	MRN	City of San Rafael	Davidson Middle School Pedestrian Safety Gap Closure Project	399	399	75.5

Dist	Co	Agency	Project Title	Total Project Cost	Total Fund Request	Reg'l Score
4	MRN	City of San Rafael	Francisco Boulevard East Improvements	2,684	2,684	55.0
4	MRN	City of San Rafael	Grand Avenue Pathway Connector	690	690	58.5
4	MRN	City of Sausalito	Harbor Drive to Gate 6 Road Pathway Project	1,964	1,739	60.5
4	MRN	Golden Gate Highway & Transportation District	Alexander Avenue Improvements Project	3,000	2,097	60.0
4	MRN	Marin County DPW	Mill Valley-Sausalito Multi-Use Path	1,756	988	78.5
4	MRN	Marin County DPW	North Civic Center Drive Improvement Project	4,078	1,824	57.0
4	MRN	Marin Transit	Pedestrian Access & Safety Improvements for Downtown Novato Transit Fac	3,255	2,270	37.5
4	MRN	Sonoma-Marin Area Rail Transit District (SMART)	SMART Regional Pathway - McInnis Parkway to Smith Ranch Road	1,807	1,529	63.5
4	MRN	Town of Corte Madera	Bike/Pedestrian Intersection Surface Treatments	279	250	31.5
4	MRN	Town of Corte Madera	Intersection Undercrossings along Wornum - Feasibility Study	250	250	23.0
4	MRN	Town of Fairfax	Fairfax Bike Spine Gap Completion Project	363	363	68.5
4	MRN	Town of San Anselmo	Brookside Elementary School Sidewalk Gap Closure Project	823	823	58.0
4	MRN	Transportation Authority of Marin	Marin County Bike Share System	1,300	1,151	30.5
4	NAP	City of Napa	State Route 29 Bicycle and Pedestrian Undercrossing	579	482	80.5
4	NAP	City of St. Helena	St. Helena Pedestrian Plan	126	126	45.5
4	*NAP*	*Napa County Transportation and Planning Agency*	*Napa Vine Trail Phase 2 Gap Closure*	*4,500*	*3,600*	*88.0*
4	REG	MTC	**Bay Area Bike Share Expansion****	19,831	11,863	92.5
4	SCL	City of Mountain View	Complete Streets Grant Rd/Phyllis Ave/Martens Ave Intersection	897	600	23.5
4	SCL	City of Mountain View	Mountain View Shoreline Boulevard Pathway, Villa St to Wright Ave (Design)	280	240	38.0
4	SCL	City of San Jose, Department of Transportation*	Linda Vista SRTS Infrastructure and Education	1,370	1,205	83.0
~~4~~	~~SCL~~	~~City of San Jose, Department of Transportation*~~	~~McLaughlin Avenue Ped/Bike Safety Enhancement~~ **No Regional App.+**	~~2,671~~	~~2,350~~	-
4	SCL	City of San Jose, Department of Transportation*	Scott/Auzerais Bikeway to Schools, Trails &Transit	882	781	80.0
~~4~~	~~SCL~~	~~City of San Jose, Department of Transportation*~~	~~Valle Vista SRTS Infrastructure and Education~~ **No Regional App.+**	~~364~~	~~320~~	-
4	SCL	City of San Jose, Parks, Recreation and Neighborho	Coyote Creek Trail to Berryessa BART Regional Transit Station	4,507	3,606	67.0
~~4~~	~~SCL~~	~~City of Saratoga~~	~~Highway 9 Pedestrian Safety Improvement Project~~ **No Regional App.+**	~~2,006~~	~~1,800~~	-
4	SCL	Santa Clara County	Almaden Road Traffic Calming & Pedestrian/Bicycle Improvements	825	619	54.5
4	SCL	Santa Clara County	Gilroy Moves!	1,876	1,876	84.5
4	SCL	Santa Clara County	Pedestrian Sensors at Various Santa Clara County Signalized Expressway Inte	700	700	54.5
4	SCL	Santa Clara County	San Martin/Gwinn Elementary School Pedestrian and Bicycle Improvements	1,132	1,132	40.5
4	SCL	Santa Clara County Roads and Airports Departmen	Fitzgerald Avenue Bicycle/Pedestrian Shoulder & Intersection Improvements	1,499	974	32.5
4	SCL	Santa Clara Valley Transportation Authority	Santa Clara Caltrain Station Pedestrian/Bicycle Undercrossing	11,000	7,000	69.5
4	SCL	Santa Clara Valley Transportation Authority	VTA's Central and South County Bicycle Corridor Plan	500	443	92.0

Dist	Co	Agency	Project Title	Total Project Cost	Total Fund Request	Reg'l Score
4	SCL	Town of Los Altos	West Fremont Road Pathways Project	1,260	1,115	56.5
4	SCL	Town of Los Gatos	Highway 9 Pathway Connection to Los Gatos Creek Trail	1,214	714	66.0
4	SF	California State Coastal Conservancy	San Francisco Bay Trail at Battery East	806	710	66.5
4	*SF*	*San Francisco Department of Public Health*	*San Francisco Safe Routes to School Non-Infrastructure Project*	*990*	*990*	*81.5*
4	*SF*	*San Francisco Department of Public Works*	*John Yehall Chin Safe Routes to School*	*560*	*514*	*96.0*
4	SF	San Francisco Department of Public Works	Redding Safe Routes to School	855	784	87.5
4	SF	San Francisco Municipal Transportation Agency	Accessible Transit Wayfinding Toolkit	440	440	77.5
4	SF	San Francisco Municipal Transportation Agency	San Francisco Citywide Bicycle Wayfinding	1,145	792	88.0
4	*SF*	*San Francisco Municipal Transportation Agency*	*SF Safer Streets Campaign: Increasing Bicycling and Walking in San Francisc*	*2,000*	*2,000*	*87.0*
4	SF	San Francisco Municipal Transportation Agency	Vision Zero Safety Investment	4,527	4,008	84.5
4	SF	Transbay Joint Powers Authority	Transbay Transit Center Pedetrians and Bike Safety and Accessibility Improv	8,922	2,922	55.5
4	SM	City of Belmont	Old County Road Bike and Pedestrian Improvement	1,350	900	35.0
4	SM	City of Belmont	Ralston Avenue Corridor Complete Street Improvement Project	8,908	7,886	77.5
4	*SM*	*City of East Palo Alto*	*East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing Project*	*9,415*	*8,615*	*85.0*
4	SM	City of Pacifica	Rockaway Beach to Pacifica State Beach Class I Multi-purpose Trail Improver	275	275	29.0
4	SM	City of San Carlos	Central Middle School and White Oaks Elementary SRTS Project	401	401	60.5
4	SM	City of San Mateo	City of San Mateo Safe Routes to School Program	2,515	2,515	90.5
4	SM	City of South San Francisco	Linden/Sprice Aves Traffic Calming Improvements	975	863	57.5
4	SM	City of South San Francisco	Sunshine Gardens Traffic Calming Improvements	1,500	1,328	66.0
4	SM	San Mateo County	Sand Hill Road and I-280 Bicycle Lane Improvements and Resurfacing	1,033	837	72.0
4	SM	Town of Atherton	Selby Lane/5th Avenue Complete Street Project	1,813	1,605	76.0
4	SM	Town of Colma	Hillside Boulevard Improvements, Phase II & III	2,219	1,007	43.0
4	SM	Town of Hillsborough	Eucalyptus Trail Project	700	619	24.5
4	SM	Town of Woodside	Woodside School Multi-Use Pathway	904	904	72.0
4	SOL	City of Suisun City	Driftwood Drive SRTS Path	680	680	69.5
4	SOL	City of Vallejo	Johnston Cooper Elementary School Improvement Project	286	286	64.0
4	SOL	City of Vallejo	Maine Street Pedestrian Enhancement Project	5,783	5,532	51.0
4	SOL	City of Vallejo	North Hills Christian School Improvement Project	279	279	55.5
4	SOL	Solano County	Farm to Market Phase I Project	1,653	1,462	71.0
4	SOL	Solano County	Vaca-Dixon Bike Path Phase 5A	2,970	2,628	47.0
4	*SOL*	*Solano Transportation Authority*	*Solano County SR2S - Ingraining Walking & Rolling into the School Culture*	*387*	*387*	*87.5*
4	SON	City of Petaluma	East Washington Park Multi-use Pathway	609	445	60.5

Dist	Co	Agency	Project Title	Total Project Cost	Total Fund Request	Reg'l Score
4	SON	City of Santa Rosa	Jennings Avenue Bicycle and Pedestrian Crossing at the SMART Railroad Trac	9,214	8,157	92.0
4	SON	County of Sonoma	Bodega Bay Trail - Coastal Prarie	665	360	65.5
4	SON	County of Sonoma, Transportation & Public Works	Sonoma County Safe Routes to School High School Pilot Program	896	872	78.5
4	SON	County of Sonoma, Transportation & Public Works	Willowside Road Safe Routes to School	1,714	1,517	58.0
4	SON	Sonoma-Marin Area Rail Transit District (SMART)	SMART Regional Pathway - Payran Street to South Point Boulevard	2,692	1,930	73.0
127	Applications Received. **3** Disqualified.		**TOTALS**	**283,384**	**201,430**	

RW: Right-of-Way Phase
CON: Construction Phase
PAED: Project Approval/ Environmental Document Phase
PSE: Plans, Specifications, and Estimate Phase
COC (DAC): Benefit to Community of Concern (Disadvantaged Communities)
Plan: Active Transportation Plan
SRTS: Safe Routes to School
NI: Non-Infrastructure

Color Key

White on Black: Projects Funded by the Statewide ATP
Black on Blue: Projects Recommended in Regional ATP
~~**Black on Purple Strikeout**~~**: Disqualified Projects**

Footnotes

* Applications were received later than the 4:00 PM deadline on July 24. The evaluators still reviewed these applications; however, none of the projects scored high enough to be recommended for funding.

+ MTC staff performed an initial screening check on all received projects and determined that three project applications did not include a Supplemental Regional Application with the application package. These projects were located in the cities of San Jose and Saratoga. MTC staff informed the sponsors and evaluators did not score these disqualified applications.

** Funding recommendation is less than requested amount.

Attachment 5 – Comments Received

Kenneth Kao

From: Bruce Dughi
Sent: Monday, August 11, 2014 5:40 PM
To: Kenneth Kao

Hello Kenneth Kao,

I want to make some comments on the recent ATP Grant request entitled "Anita Avenue Pedestrian Safety Improvements" from Alameda County Public Works planner, Paul Keener. This request is from the previous round of funding requests.

Public Works distributed a fact sheet on this project at a PTA meeting at Castro Valley Elementary in June 2014. The fact sheet called for $1 million dollars to purchase 10 feet of right of way on Anita so that they could provide 2 lanes of parking because the present right of way is 40 feet which is good for only 1 lane of parking. This $1 million dollars could be used for other much more important projects such as sidewalks along Santa Maria or Seven Hills or somewhere else, rather than free publicly subsidized parking.

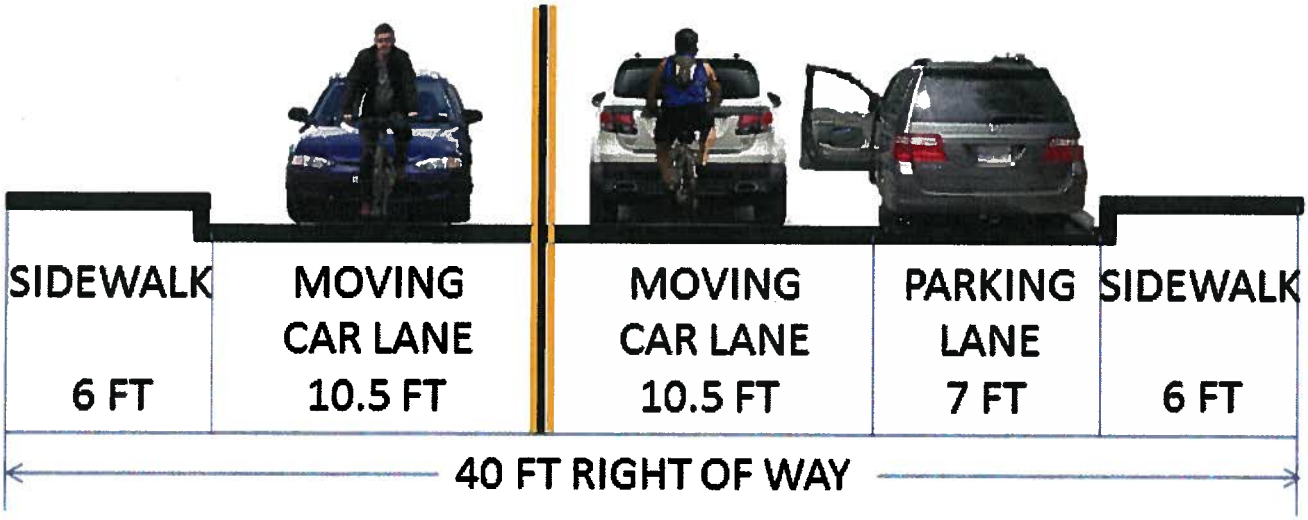
Inspired by the book, "The High Cost of Free Parking", by UCLA Professor Donald Shoup, I decided to calculate the cost of publicly subsidized free parking that Public Works proposes for the sidewalk project along Anita Ave. Shoup says that the cost of parking spaces often exceed the cost of the vehicles parked in them.

Presently, the 40 ft right of way along Anita would provide for two 6 ft sidewalks, two 10.5 ft moving lanes and one 7 ft parking lane as you can see in the attached graphic. This is a great compromise solution that provides one lane of parking at no extra cost to the County. With relatively lower traffic volume, a sharrow (bike and car sharing a lane) might be ok although Anita does run along CV Elementary where some students might want to ride to school.

Public Works estimated $1 million to acquire 10 ft of width on Anita in order to provide free parking to those residents. Based upon my count, there is presently room for 126 parking spots on both sides of the street. My count should be on the high side as I added a car anytime I was unsure. This means that Public Works will spend $1 million to provide 63 new spots. That translates to **$15,900/spot**. There might be an argument for government subsidized parking in a business district but not so much for residential district because parking is personalized in residential district--residents lay claim to specific spots just as Dad may sit in the same place at the dinner table every night.

Please do not spend precious $1 million of Active Transportation public funds to further subsidize free public parking at the expense of sidewalks and bike infrastructure. We do not need to park more cars, we need to get people out of their cars and onto sidewalks, bikes, buses and trains.

Bruce



Anita Avenue – Forty foot right of way provides one lane of parking without spending $1 million to provide parking on the other side

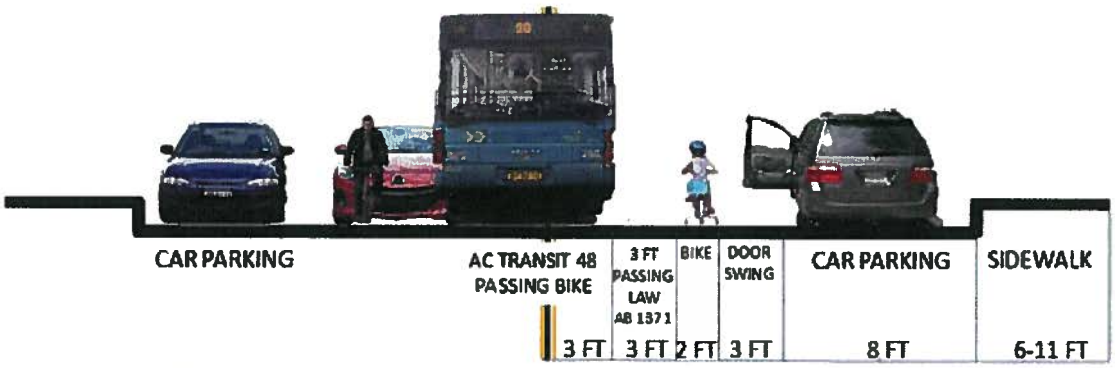
Here is a New York Times article regarding the high cost of free parking--
http://www.nytimes.com/2010/08/15/business/economy/15view.html?_r=0

The High Cost of Free Parking, Updated Edition--by Donald Shoup, UCLA Professor

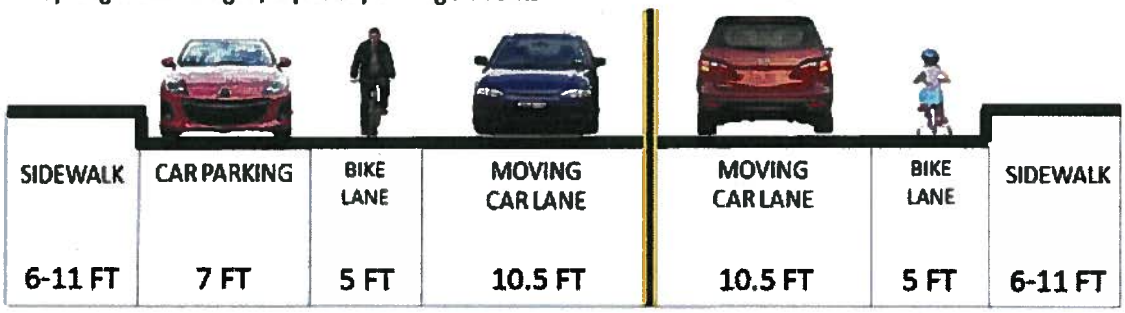
One of APA's most popular and influential books is finally in PAPE, with a new preface from the author on how thinking about parking has changed since this book was first published. In this no-holds-barred treatise, Shoup argues that free parking has contributed to auto dependence, rapid urban sprawl, extravagant energy use, and a host of other problems. Planners mandate free parking to alleviate congestion but end up distorting transportation choices, debasing urban design, damaging the economy, and degrading the environment. Ubiquitous free parking helps explain why our cities sprawl on a scale fit more for cars than for people, and why American motor vehicles now consume one-eighth of the world's total oil production. But it doesn't have to be this way. Shoup proposes new ways for cities to regulate parking - namely, charge fair market prices for curb parking, use the resulting revenue to pay for services in the neighborhoods that generate it, and remove zoning requirements for off-street parking. Such measures, according to the Yale-trained economist and UCLA planning professor, will make parking easier and driving less necessary. Join the swelling ranks of Shoupistas by picking up this book today. You'll never look at a parking spot the same way again.

Kenneth Kao

From: Bruce Dughi
Sent: Monday, August 11, 2014 5:16 PM
To: Kenneth Kao
Subject: Comments on Somerset Safe Routes to School Application for ATP Funding
Attachments: P1070187.JPG; P1070257.JPG; P1070251.JPG; P1070248.JPG



Public Works Proposal (Parking on both sides): Conflict between cars, buses, and bikes make driving and riding stressful. Cycling is discouraged, especially among students.



Possible Solution (Parking on one side): No conflict makes driving and riding a pleasure. This will encourage cycling which will further reduce congestion on Somerset.

Note: Graphic is drawn to scale

Hello Kenneth Kao,

I can get a lot more people to write in as we are assembling a bike/pedestrian advocacy group in Castro Valley.

I want to make some comments on the recent ATP Grant request entitled "Somerset Avenue Safe Routes to School July 24, 2014" from Alameda County Public Works planner, Paul Keener. After reviewing the request, I would like to emphasize that the proposal is an **Unsafe** Route to School for bicycles and therefore an **Incomplete** Street which violates the spirit of Complete Streets (AB 1358) and Green House Gas Emission Targets (SB 375). Somerset is far too busy and narrow for a sharrow.

Although the proposal will benefit pedestrians significantly by adding sidewalks, the proposal will greatly discourage cycling in an area of great bicycle potential due to close proximity to 2 elementary schools, 1 high school, 2 private schools, the central business district and BART. With 9,734 cars/day, narrower moving lanes and bike route signs encouraging bikes to ride further into traffic, there is no way a parent will allow a student, even one of the 3000 high school students, to ride to school, As you can see from the attached diagram, the moving lanes will not be wide enough for a car or AC Transit Bus to pass a bicycle without crossing the median, especially given the new 3 foot passing law (AB 1371). Drivers will become frustrated with the slow moving bikes and insist on squeezing through traffic, endangering the cyclist. I experience this all the time even on the present wider Somerset. In my 1.5 years in Castro Valley, I have been

yelled at twice for blocking cars. Bicycle safety will not be improved as Public Works insists. Instead, this proposal is **unsafe** for bikes so fewer people will commute by bike, especially students.

Public Works plans to narrow this already narrow moving lane in two ways. Right now drivers park on the pedestrian portion of the roadway because there are no curbs. Although this violates pedestrians, it creates additional space in the moving lane for bikes and cars. The new curbs will push all those parked cars 2-3 feet closer to the center of the road as you can see in the attached photos. Additionally, the public right of way varies from 50-55 feet. Right now, the extra 5 feet is used for the moving lane but Public Works plans to straighten the road by using the extra 5 feet on the sidewalk. It seems logical that narrower moving lanes mean more conflict. To reduce conflict, we need to widen the moving lanes.

However, given the space available, the only way to widen the moving lanes is to remove one lane of publicly subsidized free parking. This would allow enough room for bike lanes in which cars and bicycles would no longer have to compete for space. Cars would enjoy obstacle-free driving and bicycles would enjoy less stress. Some students and commuters would even feel safe enough to ride to Castro Valley High School, Stanton Elementary or Castro Valley Elementary. If enough students ride to school, we will have less car congestion along Somerset, reducing emissions of all kinds. We could have some healthier and happier students as well.

Even in Castro Valley, removing free public parking is not a new idea. Public Works has already removed publicly-subsidized free residential parking in several parts of Castro Valley already. There is no parking on either side of Santa Maria near the high school (Somerset to Lux). There is no parking on either side of Mabel at the high school. There is no parking on either side of Redwood at the high school. There is no parking in front of the houses on Santa Maria opposite the Post Office. There is no parking on either side of Somerset at Al's Market. There is no parking one side of Heyer between Center and Cull Canyon. Public Works even removed residential parking on Mattox specifically for bike lanes. Roads are designed to move people and goods rather than storing a few dozen cars.

Interestingly, the accident reports mostly show car/car collisions. There were only 3 pedestrian accidents and in all cases the pedestrian was blamed. Since the pedestrians were at fault, adding sidewalks will not improve safety. Those collisions would be fixed through education of pedestrian. There were 6 bicycle accidents and car was blamed for all of them. Infrastructure should have greater impact on reducing these collisions since the car was to blame. With the narrowing of the roadway, both car and bike accidents will get worse rather than better especially as more bikes start riding on the sidewalk.

Public Works makes it look like the Bicycle Plan had lots of public input but the only input Castro Valley had was a single general MAC (Municipal Advisory Committee) meeting. There was no representation on the BPAC (Bicycle and Pedestrian Advisory Committee) from Castro Valley. The meeting minutes from the two BPAC meetings show only general bike and pedestrian questions, mostly process, and nothing specific to individual roads in regards to bike plans. As a new member of Castro Valley, I will work with Public Works to update the bike and pedestrian plan along with several other interested community cyclists and walkers. We have formed a small group.

As you can tell from the common letter format, the letters from the dignitaries (Congresswoman, School Superintendent and Alameda County Supervisor) are form letters. It is obvious that these people are not aware of the detailed design proposed for Somerset otherwise they would not talk about improvement in bicycling. They do not realize the plan calls for significantly less shared space and that no parent will allow their child to ride in the middle of the road in front of 9.734 vehicles/day.

I also find the use of "bike lane" as disingenuous since he uses the term "bike route" in the Alameda County Bike Plan. It seems as though he is specifically trying to trick the reader into thinking of bike lanes along Somerset when he really means bike route or sharrow.

Public Works refers multiple time to student surveys but fails to provide the results. Results are suppose to appear in Appendix 4 but instead Appendix 4 contains form letters from officials.

Please use your influence to request Alameda County Public Works to remove parking so that they can add bike lanes along Somerset. Thank you.

Respectfully,
Bruce Dughi
Resident of Castro Valley (100 meters from Somerset)

Daily User of Somerset to Take My Children to School

Kenneth Kao

From: Bruce Dughi
Sent: Wednesday, August 13, 2014 10:23 PM
To: Kenneth Kao
Subject: Another Comment about Somerset Safe Routes to School Application

Hello Mr. Kao,

Is there a public meeting that I can attend to make comments on projects?

I have another comment regarding the Somerset Safe Routes to School project.

I want to emphasize that biking has greater potential than walking to school since cycling draws on larger geographical area. This is particularly important since most of the 9,734 cars are for the high school which come from further away. We need safe biking in order to maximize the number of people getting out of their cars. Walking will only affect a small area.

In question 2. B. on page 6, Public Works specifically calls out the narrow lanes as a safety feature, "narrow travel lanes will reduce speeds"--they are acknowledging the narrowness of the road. Although the narrower lanes might be safer for walkers, it makes biking much more dangerous as it increases the conflict between bike and car. Given 3 ft door swing 2 ft wide bike and 3 ft passing law, even the narrowest car will have to cross the double yellow median to pass bikes which is illegal. Somerset is presently double yellow along the whole project. As you can read below, California Vehicle Code 21460 does not allow crossing double yellow to pass bikes or cars. Besides the legality, people just do not feel safe riding in front of 9,734 cars/day. There is no way a parent will allow their child to "duke it out" with all those cars, buses and trucks, especially during the school rush. It makes seasoned riders nervous to be shadowed *followed closely) by a single car let along a string of them.

I understand that your funding requires a Complete Streets (AB-1358) design. AB-1358 requires Public Works "to plan for a balanced, multimodal transportation network that meets the needs for all users of streets, roads, and highways, designed to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation." This narrow and busy sharrow will greatly discourage bicyclists, especially children and seniors, thereby violating Complete Streets tenet of balance and inclusion. We are working with Supervisor Nate Miley and Public Works to make the design more inclusive but we need your help as you control funding. You have the leverage and the responsibility to make roads safe and accessible to all, including bikes. Thank you.

Respectfully,
Bruce

V C Section 21460 Double Lines

Double Lines

21460. (a) If double parallel solid yellow lines are in place, a person driving a vehicle shall not drive to the left of the lines, except as permitted in this section.

(b) If double parallel solid white lines are in place, a person driving a vehicle shall not cross any part of those double solid white lines, except as permitted in this section or Section 21655.8.

((c) If the double parallel lines, one of which is broken, are in place, a person driving a vehicle shall not drive to the left of the lines, except as follows:

(1) If the driver is on the side of the roadway in which the broken line is in place, the driver may cross over the double lines or drive to the left of the double lines when overtaking or passing other vehicles.

(2) As provided in Section 21460.5.

(d) The markings as specified in subdivision (a), (b), or (c) do not prohibit a driver from crossing the marking if (1) turning to the left at an intersection or into or out of a driveway or private road, or (2) making a Uturn under the rules governing that turn, and the markings

shall be disregarded when authorized signs have been erected designating offcenter traffic lanes as permitted pursuant to Section 21657.

(e) Raised pavement markers may be used to simulate painted lines described in this section if the markers are placed in accordance with standards established by the Department of Transportation.

Amended Sec. 2, Ch. 114, Stats. 2011. Effective January 1, 2012.

Kenneth Kao

From: Bruce Dughi
Sent: Thursday, August 21, 2014 11:38 PM
To: Kenneth Kao
Subject: A Couple More Comments about Somerset Safe Routes to School Application

Kenneth--

Thank you for the meeting notice. I will try to attend. I had a couple more comments.

Complete Streets requires involvement from stakeholders but it appears that the 5 schools, which generate the majority of the traffic on Somerset, were not specifically engaged. There is no feedback on record from the schools regarding the Master Bicycle Plan in the comments section, pages G 1-13. There also does not appear to be any outreach to Eden Hospital which Somerset also serves.

Public Works is suppose to implement Complete Streets infrastructure, which includes the Bike Plan, "for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets." When they recently re-paved Redwood, they did not add the sharrow markings or signs from the Bike Plan. When they recently re-paved Lake Chabot road, they did not implement separated bike lanes from the Bike Plan. When to tore up Casto Valley Blvd near Wisteria Rd, including sidewalks, they did not implement separated bike lanes from the Bike Plan. This is mostly paint and signs. Why are they not implementing Complete Streets infrastructure when they reconstruct?

Bruce

From: Kenneth Kao
To: Bruce Dughi
Sent: Monday, August 18, 2014 12:22 PM
Subject: RE: Another Comment about Somerset Safe Routes to School Application

Hi Bruce:

Thanks for the additional comment.

The recommendations will be released toward the end of the month. It will be presented to the Programming and Allocations Committee on September 10. Further detail is here:
http://www.mtc.ca.gov/meetings/schedule/

That would be the best place to make comments in person.

Thanks,
Kenneth

Kenneth Kao, MTC
w (510) 817-5768

From: Bruce Dughi
Sent: Wednesday, August 13, 2014 10:23 PM
To: Kenneth Kao
Subject: Another Comment about Somerset Safe Routes to School Application

Date: April 23, 2014
W.I.: 1512
Referred by: PAC
Revised: 09/24/14-C

ABSTRACT

Resolution No. 4132, Revised

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

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures and Project Selection Criteria
Attachment B – Regional Competitive Active Transportation Program Fund

This resolution was amended via Commission Action on September 24, 2014 to adopt Attachment B, the 2014 Regional Competitive Active Transportation Program of Projects.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated April 9, 2014 and September 10, 2014.

Date: April 23, 2014
W.I.: 1512
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4132

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/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 or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected; 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

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on April 23, 2014.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

Regional Active Transportation Program (ATP)

Development Schedule (Subject to Change)

April 23, 2014, Rev. Sept. 24, 2014

September 26, 2013	Governor signs bill creating Active Transportation Program (ATP)
November 27, 2013	CTC releases draft ATP Guidelines
March 2014	Draft Regional ATP Guidelines presented to Working Groups
March 20, 2014	**CTC scheduled adoption of State ATP Guidelines** CTC scheduled release of ATP Call for Projects for Statewide Competitive Program
April 9, 2014	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
April 23, 2014	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits approved Regional ATP Guidelines to CTC for consideration
May 21, 2014	**State ATP Applications Due to CTC (Statewide Program)** **CTC scheduled approval of MTC's Regional ATP Guidelines (CTC Meeting – San Diego)** **MTC releases ATP Call for Projects for Regional Competitive Program**
July 24, 2014	**Regional ATP Applications Due to MTC (Regional Competitive Program)**
August 8, 2014	CTC releases staff recommendation for ATP Statewide Competitive Program
August 20, 2014	**ATP Statewide Program Adoption:** CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
August 2014	MTC releases staff recommendation for ATP Regional Competitive Program
September 2014	Working Group discussions of staff recommendations
September 10, 2014	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Competitive Program
September 24, 2014	**ATP Regional Competitive Program Adoption:** MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
October 1, 2014	**TIP Amendment Deadline:** Successful ATP project sponsors to submit 2015 TIP Amendment.
November 12, 2014	**CTC Approval of ATP Regional Competitive Program:** CTC scheduled to approve Regional Program
December 17, 2014	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
January 31, 2015	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2014-15
March 31, 2015	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2014-15
November 1, 2015	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2015-16
January 31, 2016	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2015-16

Shaded Area – Actions by State, CTC or Caltrans

Appendix A-2

MTC Resolution No. 4132
Attachment A, Appendix A-2
Adopted: 04/23/14-C
Revised: 09/24/14-C

Regional Active Transportation Program (ATP)
Cycle 1 - Revised
Regional Share Targets
FY 2013-14 through FY 2015-16
September 2014

ATP Regional Share

All numbers in thousands

Fund Source	FY 2014-15 *	FY 2015-16	Total Regional ATP
Federal TAP	$10,503	$5,252	$15,755
Federal Other	$3,829	$1,915	$5,744
State	$6,572	$2,908	$9,480
Total ATP Regional Share	**$20,904**	**$10,075**	**$30,979**

Disadvantaged Communities Target

Classification	FY 2014-15 *	FY 2015-16	Total Regional ATP
25% - Benefiting Disadvantaged Communities	$5,226	$2,519	$7,745
75% - Anywhere in the Region	$15,678	$7,556	$23,234
Total ATP Regional Share	**$20,904**	**$10,075**	**$30,979**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\September PAC\[tmp-4132_Attachment-A_Appendix_A-2.xlsx]Appendix A-2 04-23-2014

* Due to the late start with the program, FY 2013-14 funding is included in delivery target for FY 2014-15

Note: Figures revised based on August 2014 ATP Fund Estimate Revision

Metropolitan Transportation Commission

2014 Active Transportation Program - Regional (Large MPO) Share

Program of Projects

($1,000s)

September 24, 2014
Attachment B
MTC Resolution No. 4132

Project Identification								
Dist	Co	Agency	Project Title	Total Project Cost	Recm'd Funding Amount Target= $30,979k	Contingency Project List	Reg'l Score
4	ALA	City of Alameda	Cross Alameda Trail (includes SRTS component)	2,520	2,231		95.5
4	ALA	Alameda County Public Works Agency	Be Oakland, Be Active: A Comprehensive Safe Routes to School Program	988	988		94.0
4	CC	East Bay Regional Park District	San Francisco Bay Trail, Pinole Shores to Bay Front Park	7,100	4,000		93.0
4	ALA	City of Livermore	Marylin Avenue Elementary Safe Routes to School	359	358		92.5
4	REG	MTC	Bay Area Bike Share Expansion	19,831	7,713		92.5
4	SCL	Santa Clara Valley Transportation Authority	VTA's Central and South County Bicycle Corridor Plan	500	443		92.0
4	SON	City of Santa Rosa	Jennings Avenue Bicycle and Pedestrian Crossing at the SMART Railroad Track	9,568	8,157		92.0
4	SM	City of San Mateo	City of San Mateo Safe Routes to School Program	2,515	2,515		90.5
4	ALA	City of Oakland, Public Works Department	Lake Merritt to Bay Trail Bicycle Pedestrian Gap (PS&E/ROW)	16,212	3,210		89.5
4	ALA	City of Berkeley	Safe Routes to School Improvements for LeConte Elementary	758	682		88.0
4	CC	Contra Costa Transportation Authority	Riverside Avenue Pedestrian Overcrossing Replacement	4,885	682		88.0
4	ALA	City of Oakland, Public Works Department	International Boulevard Pedestrian Refuges Project	602		602	88.0
4	SF	San Francisco Municipal Transportation Agency	San Francisco Citywide Bicycle Wayfinding	1,145		792	88.0
4	SF	San Francisco Department of Public Works	Redding Safe Routes to School (ENV/PS&E)	3,419		784	87.5
4	CC	Contra Costa County	Rio Vista Pedestrian Connection	904		689	87.0
11	Number of Recommended Projects		**Recommended Project Totals**	**65,236**	**30,979**		
4	*Number of Contingency Projects*		*Contingency Project Totals*	*6,070*		*2,867*	
			Recommended + Contingency Project Totals	*71,306*	*30,979*	*2,867*	

Additional year/phase info will be forwarded to the CTC.

RW: Right-of-Way Phase
CON: Construction Phase
PAED: Project Approval/ Environmental Document Phase
PSE: Plans, Specifications, and Estimate Phase
COC (DAC): Benefit to Community of Concern (Disadvantaged Communities)
Plan: Active Transportation Plan
SRTS: Safe Routes to School
NI: Non-Infrastructure

Color Key
Black on Blue: Projects Recm'd in Regional ATP
Black on White: Contingency Project List