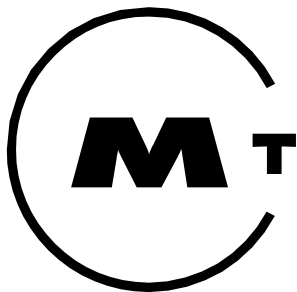


# 2021 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM (rATP)

## Cycle 5

**MTC Resolution No. 4403, Revised**

For the Nine-County San Francisco Bay Area Region  
Fiscal Year 2021-22 through FY 2024-25



METROPOLITAN  
TRANSPORTATION  
COMMISSION

*April 28, 2021*

<http://mtc.ca.gov/atp>

**METROPOLITAN TRANSPORTATION COMMISSION**

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**METROPOLITAN  
TRANSPORTATION  
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May 14, 2021

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*Brad Paul*  
Deputy Executive Director,  
Local Government Services

Mitchell Weiss, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 – MS 52  
Sacramento, CA 95814

Attention: Laurie Waters, Associate Deputy Director

Dear Executive Director Weiss:

With this letter, I am pleased to transmit MTC's adopted program of projects for the 2021 Regional Active Transportation Program (rATP), Cycle 5.

The 2021 ATP Fund Estimate, as revised, identified \$37 million of programming capacity to the region. Following the competitive Call for Projects, MTC staff received 61 applications requesting \$356 million. Based on a thorough evaluation by MTC's multi-disciplinary evaluation committee, MTC adopted the Cycle 5 rATP on April 28, 2021. The Bay Area regional program includes 8 projects with 96% of the funds benefitting disadvantaged communities. MTC requests that the CTC approve MTC's rATP project list at its meeting in June 2021.

As allowed by our Regional Guidelines adopted in February 2020, MTC also adopted a list of contingency projects in case there are any project failures or savings. The Contingency List includes nine projects totaling \$35 million and is listed in priority order.

Please feel free to contact me at (415) 778-6722, or Karl Anderson at (415) 778-6645 if you need further information about our regional program. We look forward to working with you in finalizing the 2021 rATP and delivering the selected projects.

Sincerely,

Theresa Romell  
Section Director, Funding Policy and Programs  
Metropolitan Transportation Commission

TR:KA

cc: Dee Lam, Caltrans HQ  
Dina El-Tawansy, Caltrans District 4

Attachments: MTC Cycle 5 Regional ATP Program

# Metropolitan Planning Organization Component

## (\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments		
MTC	4-Alameda County-2	Alameda	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	\$ 9,233	\$ 2,996		\$ 2,996						\$ 2,996		\$ 2,996	Large Infrastructure	X	X				
				State (SHA & RMRA) funds										\$ 2,996		\$ 2,996						
				Federal (FTF) funds																		
MTC	4-Emeryville, City of-2	Alameda	40th Street Protected Bikeway and Pedestrian Improvements	\$ 13,915	\$ 1,374	\$ 1,374										Large Infrastructure	X					
				State (SHA & RMRA) funds							\$ 1,374					\$ 1,374						
				Federal (FTF) funds																		
MTC	4-California Department of Transportation-3	Contra Costa	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$ 4,333	\$ 3,833	\$ 535	\$ 1,050		\$ 2,248				\$ 535	\$ 677	\$ 373	\$ 2,248	Medium Infrastructure	X			Programming PAED with State only funds as MTC's TIP is currently in a grace period for air conformity. Project won't be added to the TIP until end of 2021 - this avoids any allocation delays since it is required to be in the TIP if federally funded. Caltrans cannot receive federal TAP funds. Easier to fund with SOF	
				State (SHA & RMRA) funds						\$ 535	\$ 677	\$ 373	\$ 2,248		\$ 3,833							
				Federal (FTF) funds																		
MTC	4-Metropolitan Transportation Commission (MTC)-1	Marin	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$ 5,612	\$ 4,302	\$ 4,302										Medium Infrastructure	X					
				State (SHA & RMRA) funds									\$ 4,302		\$ 4,302							
				Federal (FTF) funds																		
MTC	4-San Francisco County Transportation Authority-1	San Francisco	Yerba Buena Island Multi-use Pathway Project	\$ 89,400	\$ 3,800		\$ 3,800									Large Infrastructure	X			X		
				State (SHA & RMRA) funds							\$ 3,800					\$ 3,800						
				Federal (FTF) funds																		
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	Folsom Streetscape Project	\$ 38,981	\$ 7,040	\$ 7,040										Large Infrastructure	X			X	Partial Funding award - SFMTA originally requested \$12M however project was at the funding cutoff line and only \$7,040 was available. SFMTA will deliver full project benefits the funding gap is being fulfilled by STIP CRRSAA and STIP/CMAQ funds	
				State (SHA & RMRA) funds																		
				Federal (FTF) funds									\$ 7,040		\$ 7,040							
MTC	4-San Mateo, City of-1	San Mateo	Delaware Street Safe Routes to School Corridor	\$ 1,661	\$ 1,661	\$ 37	\$ 213	\$ 10	\$ 1,401							Small Infrastructure			X		Quick build style project, the agency expects to move fast on the delivery but we are spacing out the programming to account for any issues with Caltrans ROW.	
				State (SHA & RMRA) funds						\$ 37	\$ 213	\$ 10	\$ 1,401		\$ 1,661							
				Federal (FTF) funds																		
MTC	4-Santa Rosa, City of-1	Sonoma	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	\$ 27,100	\$ 12,000			\$ 12,000								Large Infrastructure	X	X	X			
				State (SHA & RMRA) funds									\$ -		\$ -							
				Federal (FTF) funds									\$ 12,000		\$ 12,000							
				<b>Total</b>						<b>\$ 190,235</b>	<b>\$ 37,006</b>	<b>\$ 13,288</b>	<b>\$ 8,059</b>	<b>\$ 12,010</b>	<b>\$ 3,649</b>							

	FTF	SHA & RMRA	Total
MTC Fund estimate totals	\$14,784	\$22,222	\$37,006
Program funding totals	\$ 19,040	\$ 17,966	\$ 37,006
Over or Under Estimate	(\$4,256)	\$4,256	\$0

# 2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

## INTRODUCTION



**METROPOLITAN TRANSPORTATION COMMISSION**  
**2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM (rATP)**  
**CYCLE 5**

**INTRODUCTION**  
**APRIL 28, 2021**

Attached is the Metropolitan Transportation Commission's (MTC's) proposal for the 2021 Regional Active Transportation Program (rATP). The State established the Active Transportation Program (ATP) in September 2013. Current law distributes ATP funding 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 projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC's Regional ATP Guidelines on February 26, 2020, and applications for the Regional Program were due to MTC by September 15, 2020. About \$37 million is available for programming under the 2021 (Cycle 5) Regional ATP.

MTC received 61 applications requesting over \$356 million in response to the Regional ATP Call for Projects. Of these, Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. The State funded five applications through the Statewide Competitive ATP. MTC staff worked with a multi-disciplinary group of evaluators to score and rank the applications.

MTC's 2021 rATP submittal includes the following sections:

- 2021 rATP Project List
- MTC Regional ATP Guidelines and Program Adoption– MTC Resolution No. 4403, Revised
- Project Programming Request (PPR) Forms for all selected projects

The projects are consistent with the Guidelines set forth in MTC Resolution No. 4403, Revised, the Statewide ATP Guidelines adopted by the CTC in March 2020, and MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2040*, which was developed pursuant to Government Code Section 65080.

**2021 rATP Project Screening**

MTC staff performed an initial screening check on all received applications and determined that all submissions were eligible and met the deadline.

**Application Summary**

The applications MTC received for the Regional ATP Call for Projects are broken down by county in Table 1, below. The full list is included in Attachment 1 to this Introduction.

**Table 1: Applications Received by County**

<b>County</b>	<b>Number of Applications Submitted</b>	<b>% of Total</b>	<b>Amount of ATP Funding Requested (\$1,000s)</b>	<b>% of Total</b>
Alameda	19	31%	\$133,369	38%
Contra Costa	17	28%	\$48,318	14%
Marin	5	8%	\$11,748	3%
Napa	3	5%	\$13,127	4%
San Francisco	2	3%	\$15,800	4%
San Mateo	8	13%	\$60,575	17%
Santa Clara	2	3%	\$31,897	9%
Solano	2	3%	\$14,371	4%
Sonoma	3	5%	\$26,561	8%
<b>Total</b>	<b>61</b>	<b>100%</b>	<b>\$355,766</b>	<b>100%</b>

**Project Selection**

Per the State Competitive ATP Guidelines, MTC solicited volunteer assistance to evaluate the Regional ATP program. The 21-member multi-disciplinary evaluation committee was composed of staff representatives from county and city government, transit operators, non-profit advocacy organizations, as well as MTC and other regional agencies (see Attachment 2 for the list of agencies that the advisory committee members represented).

Each application was assigned to a team of three members of the evaluation committee, and in order to ensure an objective review, applications were assigned to evaluators from another county when possible, and not assigned to an evaluator from the sponsor agency. The team then met and agreed to a consensus score for each application. Further, staff with the help of an on-call consultant, reviewed a sample of applications from each project team to ensure score integrity from each team. Staff then ranked all responsive applications from highest to lowest based on the consensus score.

The MTC review team used the same evaluation form and scoring criteria as the Statewide Competitive ATP, plus an additional 10 maximum points for consistency with MTC’s complete streets policy, vision zero policy, environmental documentation, and regional priorities, such as consistency with MTC’s Safe Routes to School Program, Bay Trail and Regional Bike Network build-out, and multi-jurisdictional projects. The maximum total regional score possible is 110.

**Statewide Competitive ATP & Quick Build Pilot Program Results**

Concurrent with the Regional ATP process, the CTC released the staff recommendations for the Statewide Competitive ATP projects on February 8, 2021. At its March 24-25, 2021 meeting, CTC approved funding five projects in the MTC region totaling approximately \$51 million in ATP funds, out of a statewide program of \$242 million. MTC removed those five projects

selected by the state from further Regional ATP evaluation. The projects funded are listed in Table 2, below.

**Table 2: Approved Statewide ATP Projects in the Bay Area (Alphabetical Order)**

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
<b>Total</b>			<b>\$51,021</b>

New for ATP Cycle 5 the CTC also adopted the Quick Build Pilot Program of projects at its 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, as listed below.

**Table 3: Approved Quick Build Pilot Projects in the Bay Area (Alphabetical Order)**

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
<b>Total</b>			<b>\$2,221</b>

### Regional ATP Project Selection

MTC considered the remaining projects that were not selected for programming in the statewide competition. However, four applicants failed to submit MTC's required regional supplemental application. MTC deemed these applications unresponsive for the regional competition.

Based on the evaluation team's consensus score of each application, MTC ranked all remaining applications from highest to lowest. MTC approved funding the highest-scoring projects, which are detailed in Table 4 on the next page. Further analysis of the adopted rATP is included in Table 5.

On April 28, 2021, MTC adopted the 2021 Regional ATP program of projects, which fully funds seven projects and partially funds one project for a total of \$37 million.

METROPOLITAN TRANSPORTATION COMMISSION  
2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

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 the construction readiness for the SFMTA’s Folsom Streetscape Project.

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 will complete the funding gap with a combination of federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and State Transportation Improvement Program (STIP) funds and will deliver the full project benefits.

Caltrans Eligibility Determination Pending

Caltrans performed an initial examination of scope eligibility and deliverability for all projects applying for ATP funds, and flagged potential issues for further review. In addition to the initial review, Caltrans will begin a more in-depth review of eligibility and deliverability, and will work with the affected project sponsors should eligibility issues exist. Therefore, it is important to note that MTC’s proposed funding amounts are not final, and are subject to this review. Following review and agreement, MTC and CTC may amend the project descriptions and funding amounts.

**Table 4: MTC’s Adopted 2021 Regional ATP – April 28, 2021 (Alphabetical Order)**

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

\* Indicates project will receive partial funding



**Table 5: MTC 2021 Regional ATP – Analysis of Adopted Program of Projects**

County	Number of Regional ATP Projects	% of Total	Amount of Regional ATP (\$1,000s)	% of Total
Alameda	2	25%	\$4,370	12%
Contra Costa	1	12.5%	\$3,833	10%
Marin	1	12.5%	\$4,302	12%
San Francisco	2	25%	\$10,840	29%
San Mateo	1	12.5%	\$1,661	4%
Sonoma	1	12.5%	\$12,000	32%
<b>Total</b>	<b>8</b>	<b>100%</b>	<b>\$37,006</b>	<b>100%</b>

*Broad Spectrum of Projects Benefiting Bicyclists and Pedestrians*

The selected project list of eight projects represents a broad spectrum of projects that benefit pedestrians and bicyclists. Funding includes almost \$17 million of rATP funds for projects that promote safe walking and bicycling to schools (Safe Routes to School type projects). Other project types include regional project trail connections and completions (including the Richmond-San Rafael Bridge Shared Use Path Gap Closure project in Marin County and the Yerba Buena Island Multi-use Pathway project in San Francisco County), complete streets improvements (Alameda and Contra Costa Counties), and safety improvements for bicyclists and pedestrians.

**Contingency Project List**

As approved in MTC’s Regional ATP Guidelines, MTC also adopted a list of contingency projects, ranked in priority order based on the project’s evaluation score and tiebreak priority. MTC intends to fund projects on the contingency list should there be any project failures or savings in the 2021 (Cycle 5) Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency projects are listed under Table 6.

**Table 6: MTC 2021 Regional ATP – Contingency List (Score Order)**

MTC Score	County	Sponsor	Project	Contingency Amount (\$1,000s)
92.0	San Francisco	San Francisco Municipal Transportation Agency	Folsom Streetscape Project (Remaining Amount)*	\$4,960
92.0	Alameda	Fremont	Walnut Avenue Corridor Protected Intersections Project	\$2,712
92.0	Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$10,107

**Table 6: MTC 2021 Regional ATP – Contingency List (Score Order) Continued**

<b>MTC Score</b>	<b>County</b>	<b>Sponsor</b>	<b>Project</b>	<b>Contingency Amount (\$1,000s)</b>
92.0	Contra Costa	CC County PW	Market Avenue Complete Street	\$2,884
92.0	Sonoma	Sonoma County	Moorland Pedestrian and School Access	\$4,454
91.0	Alameda	Alameda County PW	Mission Boulevard Safe and Complete Street for Active Transportation	\$7,900
90.0	Contra Costa	East Bay Regional Park District	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$2,209
<b>Total</b>				<b>\$35,226</b>

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

**Consistency with ATP Fund Estimate**

The ATP Fund Estimate (FE) prescribed funding amounts by type and by year, and also included a minimum amount of funds that must be programmed to projects that benefit disadvantaged communities. In the MTC region, the Regional ATP Guidelines specify that MTC’s Communities of Concern (COC) definition will be used to meet the disadvantaged community target. Table 7 details the programming amounts against the targets in the ATP FE. Note that 96% of regional ATP funding benefits Disadvantaged Communities, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools projects, 45% of regional ATP funding benefit SRTS type projects.

**Table 7: Regional ATP Consistency with ATP Fund Estimate (\$1,000s)**

	<b>Total</b>	<b>FE Target</b>	<b>Over (Under) Target</b>
MTC Regional ATP Programming	\$37,006	\$37,006	\$-
Benefit to Communities of Concern (Disadvantaged Communities)	\$35,345	\$9,251	\$26,093
Benefit to Safe Routes to Schools	\$16,657	N/A	N/A

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**

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)
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
<b>61 Applications Received</b>			<b>Totals</b>	<b>\$ 968,386</b>	<b>\$ 355,766</b>

**Attachment 2**

Metropolitan Transportation Commission  
Regional Active Transportation Program - Cycle 5

**List of Project Evaluators**

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

# 2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

## PROJECT SUMMARY LISTS



**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
<b>TOTAL:</b>			<b>\$37,006,000</b>

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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
<b>TOTAL:</b>			<b>\$35,226,000</b>

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# **2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)**

## **GUIDELINES: POLICIES, PROCEDURES AND PROJECT SELECTION CRITERIA**

### **2021 REGIONAL ATP ADOPTION**

#### **MTC RESOLUTION No. 4403, REVISED**





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 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.

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

Attachment A  
Resolution No. 4403  
Page 1 of 14

# **2021 Regional Active Transportation Program (ATP)**

**Cycle 5**

**Guidelines**

**February 26, 2020  
Revised: May 27, 2020**

**MTC Resolution No. 4403  
Attachment A**

**Metropolitan Transportation Commission  
Programming and Allocations Section  
<http://mtc.ca.gov/our-work/fund-invest>**

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

Attachment A  
Resolution No. 4403  
Page 2 of 14

**2021 Regional Active Transportation Program (ATP) Cycle 5  
Guidelines  
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## 2021 Regional Active Transportation Program Cycle 5 Guidelines

### **Background**

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 5 ATP and approved them on March 25, 2020. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 5 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 26, 2020 and approved by the CTC on March 25, 2020.

### **Development Principles**

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

### **CTC Guidelines**

The CTC adopted the Statewide ATP Guidelines on March 25, 2020, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

### **ATP Development Schedule**

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

### **ATP Regional Shares**

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25), consistent with the ATP Fund Estimate approved by the CTC on March 25, 2020. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

### **Public Involvement Process**

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

### **ATP Projects in the Transportation Improvement Program (TIP)**

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2021, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

### **Deviations from Statewide Policies**

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

**1. Application Process and Additional Regional Screening/Evaluation Criteria**

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or to both. Sponsors applying to the State ATP program, the Regional ATP program, or both the state and regional programs must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

**2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities**

*Definition*

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as “Communities of Concern”. MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. To meet the State’s 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC’s COC definition.

MTC’s Communities of Concern are defined as those census tracts that have a concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

<b>Disadvantage Factor</b>	<b>% of Regional Population</b>	<b>Concentration Threshold</b>
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region’s population is located in Communities of Concern. MTC’s Communities of Concern definition of Disadvantaged Communities meets the State’s legislative intent and has already been in use in the MTC region for planning and programming purposes.



Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040 Equity Analysis Report*, available online at <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>. Information regarding the 2016 update is available online at <https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is available at <https://arcg.is/1aeHq>.

#### *Community-Based Transportation Plans (CBTPs)*

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

#### *Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan*

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP) or similar. The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

### **3. Match Requirement**

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

### **4. Large Funding Requests**

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million scalability explanation.

### **5. Contingency Project List**

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

## **Application Process**

### **Project Application**

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for

each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than September 15, 2020, to be considered.

### **Additional Project Screening Criteria, Including Readiness**

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
  - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016, to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.
  - b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by September 15, 2020. The policy may be met by the jurisdiction, either having updated the General Plan after January 1, 2010, to be consistent with the Complete Streets Act of 2008 or adopting a complete streets policy

resolution incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at [http://mtc.ca.gov/sites/default/files/OBAG\\_2\\_Reso\\_Guidance\\_Final.pdf](http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf)

**D. Transit Agency Coordination.** Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

#### **Additional Project Evaluation Criteria**

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**  
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals & Transportation Demand Management strategies.
  - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
  - Bay Trail build-out
  - Regional Bike Network build-out
  - Gap closures in the Regional Bike Network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Demonstration of meeting regional project delivery requirements
  - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**  
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
  - Photocopy of the approved environmental document cover and executive summary;
  - Link to the approved environmental document available online;

- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**  
Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than February 1, 2021. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**  
MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 5 (FY 2021-22 through FY 2024-25) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 5 will be held harmless.

### **Additional Regional Policies**

#### **Title VI Compliance**

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

#### **MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy**

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2021. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

**MTC Resolution No. 3765 Compliance – Complete Streets Checklist**

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

<b>METROPOLITAN TRANSPORTATION COMMISSION (MTC)</b> <b>2021 Regional Active Transportation Program (rATP) Cycle 5</b> <b>Appendix A-1: ATP Development Schedule (Subject to Change)</b> <b>May 13, 2020</b>	
January 2020	CTC released draft ATP Guidelines
January 2020	Draft Regional ATP Guidelines presented to Working Groups
February 12, 2020	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 26, 2020	MTC Commission adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 25, 2020	<b>CTC adoption of State ATP Guidelines</b> <b>CTC adoption of MTC's Regional ATP Guidelines</b>
March 26, 2020	<b>CTC released ATP Call for Projects for Statewide Competitive Program</b> <b>MTC released ATP Call for Projects for Regional Program</b>
<del>June 15, 2020</del> July 15, 2020	<b>State Quick-build Pilot Program Applications Due to CTC (Statewide Program)</b>
<del>June 15, 2020</del> September 15, 2020	<b>State ATP Applications Due to CTC (Statewide Program)</b> <b>Regional ATP Applications Due to MTC (Regional Program)</b>
September 15, 2020	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
December 2, 2020	<b>ATP Statewide Quick-build Pilot Program Adoption:</b> CTC scheduled to adopt the statewide quick-build pilot program
<del>October 31, 2020</del> February 15, 2021	CTC releases staff recommendation for ATP Statewide Competitive Program
<del>December 2, 2020</del> March, 2021	<b>ATP Statewide Program Adoption:</b> CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
<del>December 16, 2020</del> March 31, 2021	MTC releases staff recommendation for ATP Regional Program
<del>January 2021</del> April 2021	Working Group discussions of staff recommendations
<del>January 13, 2021</del> April 13, 2021	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
<del>January 27, 2021</del> April 28, 2021	<b>ATP Regional Program Adoption:</b> MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
<del>April 1, 2021</del> June 1, 2021	<b>TIP Amendment Deadline:</b> Successful ATP project sponsors to submit 2021 TIP Amendment, including Resolution of Local Support
<del>March 15, 2021</del> June 2021	<b>CTC Approval of ATP Regional Program</b>
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)  
 2021 Regional Active Transportation Program (ATP) Cycle 5**

*Based on CTC ATP Fund Estimate adopted on 3/25/2020*

**Appendix A-2: MTC ATP Regional Share Targets**

**Cycle 5 Program - FY 2021-22 through FY 2024-25**

*ATP Regional Share*

All numbers in thousands

<b>Fund Source</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>Total</b>
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$3,066	\$3,066	\$6,132
<b>Total ATP Regional Share</b>	<b>\$8,045</b>	<b>\$8,045</b>	<b>\$10,458</b>	<b>\$10,458</b>	<b>\$37,005</b>

*State's 25% Disadvantaged Communities Minimum Requirement*

<b>Classification</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>Total</b>
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,614	\$2,614	\$9,251
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,843	\$7,843	\$27,754
<b>Total ATP Regional Share</b>	<b>\$8,045</b>	<b>\$8,045</b>	<b>\$10,458</b>	<b>\$10,458</b>	<b>\$37,005</b>



**METROPOLITAN TRANSPORTATION COMMISSION (MTC)**  
**2021 Regional Active Transportation Program (ATP) Cycle 5**

**Appendix A-3: Regional ATP Project Application**

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
  - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
  - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
  - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>
  - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
    - i. Community of Concern benefit evidence
    - ii. Scalability plan for applications requesting more than \$10 million.
    - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
    - iv. OBAG 2 Complete Streets Policy and Housing Element compliance
    - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
    - vi. Community-Based Transportation Plan evidence
    - vii. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
  - a. Available at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
  - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
  - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than June 1, 2021.

**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
<b>TOTAL:</b>			<b>\$37,006,000</b>

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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
<b>TOTAL:</b>			<b>\$35,226,000</b>

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# 2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

## PROJECT PROGRAMMING REQUEST (PPR) FORMS

<b>Agency</b>	<b>Project Title</b>
ACPW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation
Caltrans	Central Avenue I-80 Undercrossing Ped/Bike Improvements
City of Emeryville	40th Street Protected Bikeway and Pedestrian Improvements
City of Santa Rosa	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing
MTC	Richmond-San Rafael Bridge Shared Use Path Gap Closure
San Mateo	Delaware Street Safe Routes to School Corridor
SFCTA	Yerba Buena Island Multi-use Pathway Project
SFMTA	Folsom Streetscape Project

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) No					Date:	4/20/21
District	EA	Project ID		PPNO	MPO ID	
04						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ALA	E.Lewelling Blvd			Alameda County		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Ruben Izon		510-670-5827		<a href="mailto:rubeni@acpwa.org">rubeni@acpwa.org</a>		
<b>Project Title</b>						
East Lewelling Boulevard Safe and Complete Street for Active Transportation						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
East Lewelling Boulevard between Meekland Avenue and Langton Way in the unincorporated community of Ashland in Alameda County.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Alameda County					
PS&E	Alameda County					
Right of Way	Alameda County					
Construction	Alameda County					
<b>Legislative Districts</b>						
Assembly:	20	Senate:	10	Congressional:	15	
<b>Project Benefits</b>						
The project will benefit residents of the low-income census tracts in Ashland, 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.						
<b>Purpose and Need</b>						
The project purpose is to improve safe, comfort, and access. It will do this through installing Class IV separated bikeways; continuous, ADA-compliant sidewalks; and enhanced crosswalks will address safety systemically and improve connectivity, comfort, and accessibility for students, commuters, shoppers, and recreational walkers and bicyclists in this Disadvantaged Community.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
Active Transportation		Bicycle lane-miles			LF	3200
Active Transportation		Sidewalk miles			LF	6715
NHS Improvements	No	Roadway Class	1	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						03/01/18
Circulate Draft Environmental Document			Document Type	CE		09/20/18
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						02/13/21
Begin Design (PS&E) Phase						02/15/21
End Design Phase (Ready to List for Advertisement Milestone)						01/31/22
Begin Right of Way Phase						07/01/21
End Right of Way Phase (Right of Way Certification Milestone)						12/31/21
Begin Construction Phase (Contract Award Milestone)						07/01/22
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/23
Begin Closeout Phase						03/01/24
End Closeout Phase (Closeout Report)						12/01/24

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 4/20/21

District	County	Route	EA	Project ID	PPNO
04	ALA	E.Lewelling Blvd			
<b>Project Title:</b> East Lewelling Boulevard Safe and Complete Street for Active Transportation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Alameda County
PS&E									Alameda County
R/W SUP (CT)									Alameda County
CON SUP (CT)									Alameda County
R/W									Alameda County
CON									Alameda County
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	300							300	
PS&E	500	100	100					700	
R/W SUP (CT)									
CON SUP (CT)									
R/W			50					50	
CON				5,996	2,187			8,183	
<b>TOTAL</b>	<b>800</b>	<b>100</b>	<b>150</b>	<b>5,996</b>	<b>2,187</b>			<b>9,233</b>	

Fund No. 1:	Local Funds - In Kind								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Alameda County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	300							300	
PS&E	500	100						600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>800</b>	<b>100</b>						<b>900</b>	

Fund No. 2:	ATP Infrastructure Cycle 5								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,996				2,996	
<b>TOTAL</b>				<b>2,996</b>				<b>2,996</b>	



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No				Date:	5/3/21
District	EA	Project ID	PPNO	MPO ID	
04	2W660	0421000249			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
CC	80	0.23	0.23	California Department of Transportation	
				MPO	Element
				MTC	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Sam Woldeamayay		(510) 290-7202		<a href="mailto:samuel.woldeamayay@dot.ca.gov">samuel.woldeamayay@dot.ca.gov</a>	
<b>Project Title</b>					
Central Avenue I-80 Undercrossing Ped/Bike Improvements					
<b>Location (Project Limits), Description ( Scope of Work)</b>					
The Project is located on Central Avenue crossing I-80 between San Joaquin St./Jacuzzi St. and San Luis St./Pierce St. in the City of Richmond, a block from the City of El Cerrito. 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.					
<b>Component</b>					
		Implementing Agency			
PA&ED	California Department of Transportation				
PS&E	California Department of Transportation				
Right of Way	California Department of Transportation				
Construction	California Department of Transportation				
<b>Legislative Districts</b>					
Assembly:	15	Senate:	9	Congressional:	11
<b>Project Benefits</b>					
This project removes a major active transportation barrier caused by I-80 in an important corridor with a variety of land uses. It will connect residential, commercial, and industrial areas currently cut-off from each other, and improve access between Richmond, El Cerrito, and Albany to major shopping areas, transit stations, and recreation facilities. (Continued to next page)					
<b>Purpose and Need</b>					
This project is needed because the width of the existing facility is inadequate to accommodate pedestrians, let alone pedestrians and bicyclists; the freeway undercrossing and the series of on and off ramps and streets create a physical and psychological barrier that creates a gap in the active transportation network and limits access for pedestrians and cyclists to transit, jobs, groceries, neighborhood businesses, and local and regional recreational destinations. (Continued to next page)					
<b>Category</b>		<b>Outputs</b>		<b>Unit</b>	<b>Total</b>
Active Transportation		Bicycle lane-miles		LF	690
Active Transportation		Sidewalk miles		LF	370
Active Transportation		# Signs, lights, greenway, safety/beautification		LF	370
Active Transportation		Crosswalk		EA	7
NHS Improvements	No	Roadway Class	3	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions	Yes	
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					11/01/21
Circulate Draft Environmental Document		Document Type	CE/CE		
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					02/28/23
Begin Design (PS&E) Phase					03/01/23
End Design Phase (Ready to List for Advertisement Milestone)					09/23/24
Begin Right of Way Phase					03/01/23
End Right of Way Phase (Right of Way Certification Milestone)					08/22/24
Begin Construction Phase (Contract Award Milestone)					03/03/25
End Construction Phase (Construction Contract Acceptance Milestone)					02/27/26
Begin Closeout Phase					03/02/26
End Closeout Phase (Closeout Report)					08/27/27

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 5/3/21

**Additional Information**

## Project Benefits Continued:

It will allow easier cross-county access between adjacent communities in Alameda and Contra Costa counties, and improve access to the multijurisdictional Bay Trail.

Current pedestrian and bicycle facilities along Central Avenue at the I-80 undercrossing do not meet the basic infrastructure needs of users in this dynamic and congested area that serves as a critical link to regional and local serving destinations. The site has only five-foot wide sidewalks hemmed in by adjacent fencing and barricades and lacks pedestrian-scale lighting. The existing width is insufficient to accommodate two pedestrians walking side by side or passing one another. Because there are no dedicated bicycle facilities on this segment of Central Avenue, bicyclists must either share a lane with motor traffic or ride on the narrow sidewalks. The lack of infrastructure creates a gap to the adjacent Class II bike lanes on Central Avenue west of I-80 that links to the San Francisco Bay Trail. The project occurs between heavily utilized freeway on and off-ramps, frontage roads and along a major arterial that links two freeways and provides access to retail destinations, high density housing and regional and local parks, trails.

TIMS data shows that there have been multiple collisions in the area and the proposed improvements would reduce the potential for physical harm as well as the limited public resources that need to respond to these incidents (fire, police, emergency rooms, etc.).

Project improvements include reconstructing wider sidewalks, new sidewalk-level bikeways, curb ramp modifications to accommodate new bikeways, high visibility crosswalk markings, green bikeway markings at intersections, and signage. To accommodate the active transportation improvements, the Project will relocate existing electrical systems and add lighting underneath the freeway overcrossing. The project also increases the effective width of the new facilities by relocating fencing between sidewalks and freeway abutments and railing between freeway columns adjacent to the new bikeways. The project will improve pedestrian and bicycle comfort, safety and mobility while significantly reducing the level of stress for all users by providing a dedicated bikeway and wider walkway.

By reducing the stress level of this crossing to active transportation users, the project improves access and connectivity to multiple neighborhoods. This includes the Richmond Annex, the "cut off" neighborhood of Southwest Annex (which lies west of I-80 including the area between I-80 and I-580 and north of Central Avenue) and high density Bayside and Gateview residential developments located within a half-mile south of the project site on nearby Pierce St. Also within a half mile are a variety of retail businesses along San Pablo Ave. Additionally, the project will provide improved access and safety to grocery stores for nearby Communities of Concern at Pacific East Mall (99 Ranch grocery), El Cerrito Plaza (Lucky's), and Costco. The project will increase access to jobs via regional transit, including the El Cerrito Plaza San Francisco Bay Area Rapid Transit (BART) Station and AC Transit's Rapid bus on San Pablo Ave. By improving the existing gap in facilities, the project will also improve access to jobs, retail, housing and schools via the regional trails and parks including the San Francisco Bay Trail, Ohlone Greenway, and Central Park in Richmond.

## Purpose and need continued:

The project is needed to knit together continuous pedestrian and bicycle facilities that cross three jurisdictions: Richmond, I-80 (Caltrans) and El Cerrito. The project is needed to increase the sense of comfort and security, especially for more vulnerable populations so that they may benefit from the access to destinations and resources near them. The project is intended to reduce the potential for collisions between drivers, bicyclists and pedestrians by providing adequate access for all people using this facility.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 5/3/21

District	County	Route	EA	Project ID	PPNO	
04	CC	80	2W660	0421000249		
<b>Project Title:</b> Central Avenue I-80 Undercrossing Ped/Bike Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									California Department of
PS&E									California Department of
R/W SUP (CT)									California Department of
CON SUP (CT)									California Department of
R/W									California Department of
CON									California Department of
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			535					535	
PS&E				677				677	
R/W SUP (CT)				148				148	
CON SUP (CT)						677		677	
R/W				225				225	
CON						2,071		2,071	
TOTAL			535	1,050		2,748		4,333	

Fund No. 1:	ATP Infrastructure Cycle 5								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			535					535	ATP Cycle 5
PS&E				677				677	
R/W SUP (CT)				148				148	
CON SUP (CT)						477		477	
R/W				225				225	
CON						1,771		1,771	
TOTAL			535	1,050		2,248		3,833	

Fund No. 2:	CCTA Measure J								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CCTA
PS&E									Retain the ability to substitute other fund sources for Measure J funds such as Subregional Transportation Mitigation Program (STMP) funds, other grant awards, or a combination of these funds.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						200		200	
R/W									
CON						200		200	
TOTAL						400		400	



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) Y/N					Date:	5/10/21
District	EA	Project ID		PPNO	MPO ID	
04						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ALA	40th Street			MTC		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Ryan O'Connell		510-596-4346		<a href="mailto:roconnell@emeryville.org">roconnell@emeryville.org</a>		
<b>Project Title</b>						
40th Street Protected Bikeway and Pedestrian Improvements						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
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						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED	Emeryville, City of					
PS&E	Emeryville, City of					
Right of Way	Emeryville, City of					
Construction	Emeryville, City of					
<b>Legislative Districts</b>						
Assembly:	15	Senate:	9	Congressional:	13	
<b>Project Benefits</b>						
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						
<b>Purpose and Need</b>						
To improve pedestrian and bicycle safety, comfort, and transit access						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	5,200
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						08/12/18
Circulate Draft Environmental Document			Document Type	CE		02/18/20
Draft Project Report						03/03/20
End Environmental Phase (PA&ED Milestone)						08/31/20
Begin Design (PS&E) Phase						09/01/21
End Design Phase (Ready to List for Advertisement Milestone)						08/27/22
Begin Right of Way Phase						09/01/22
End Right of Way Phase (Right of Way Certification Milestone)						02/27/23
Begin Construction Phase (Contract Award Milestone)						05/01/23
End Construction Phase (Construction Contract Acceptance Milestone)						09/22/24
Begin Closeout Phase						09/22/24
End Closeout Phase (Closeout Report)						03/22/25

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 5/10/21

**Additional Information**

This project is a subset of the 40th Street Transit-Only Lanes and Multimodal Enhancements project. The City conducted a two-year process culminating in a conceptual design for this project, and it is on a draft list of projects to be considered for Alameda County Transportation Plan's 2020 Countywide Transportation Plan. The public participation summary and the conceptual design report titled 40th and San Pablo Bus Hub Project are attached to the response to the narrative question on participation and planning. The project includes two-way protected bike lanes on the north side of the street, boarding islands and pedestrian amenities at all of the bus stops, and crossing improvements throughout; these are included in this ATP application. The project also includes transit improvements on the south side of the street (narrowing the median two feet to add a bus lane and expanding bus stop areas into adjacent private property) and bus shelters at all of the bus stops; these are not included in the ATP application. The City intends to apply for design funding in the 2020 ACTC call and for construction funding in a near-future call.

The City's stated goals for the overall project include improving the safety and comfort of pedestrians accessing transit and cyclists traveling along the 40th-Shellmound Street corridor, improving travel times for transit vehicles, and enhancing the transit passenger area throughout the bus hub between San Pablo Avenue and Adeline Street and at bus stops west of San Pablo Avenue. The 40th Street Protected Bike Lanes and Pedestrian Improvements will give residents, visitors, students, and workers a better option to travel along and to destinations on and near 40th Street.

The project connects to 14 bus stops on 40th St, two Rapid bus stops on San Pablo Avenue at 40th Street, and two bus stops on Shellmound Street just north of the project. These stops serve AC Transit local and Transbay routes and Emery Go-Round shuttle routes connecting to MacArthur BART and Emeryville Amtrak stations. There are bike share stations on Horton Street and Adeline Street at 40th Street.

The route connects people to affordable shopping, entertainment, employment opportunities, residential buildings including affordable housing, a civic center and approved future Art Center, Bay Bridge Trail, and Bay Trail.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 5/10/21

District	County	Route	EA	Project ID	PPNO
04	ALA	40th Street			
<b>Project Title:</b> 40th Street Protected Bikeway and Pedestrian Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Emeryville, City of
PS&E									Emeryville, City of
R/W SUP (CT)									Emeryville, City of
CON SUP (CT)									Emeryville, City of
R/W									Emeryville, City of
CON									Emeryville, City of
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			1,739					1,739	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,176			12,176	
TOTAL			1,739		12,176			13,915	

Fund No. 1:	Active Transportation Program Cycle 5 - Infrastructure								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			1,374					1,374	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,374					1,374	

Fund No. 2:	Alameda County Transportation Commission								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Emeryville, City of
PS&E									Expected from Alameda County Transportation Commission
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			365					365	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,557			2,557	
TOTAL			365		2,557			2,922	



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	5/6/21	
District		EA	Project ID		PPNO	MPO ID	
04		2G340	4130002130				
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
SON	101		21.5	21.5	Caltrans		
					MPO	Element	
					MTC	Capital Outlay	
Project Manager/Contact			Phone		E-mail Address		
Nancy Adams			(707) 543-3910		<a href="mailto:NAdams@srcity.org">NAdams@srcity.org</a>		
<b>Project Title</b>							
Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Location: In the City of Santa Rosa, Sonoma County, over US 101, north of College Avenue near Santa Rosa Junior College, Santa Rosa High School, and Coddington Mall.							
Description: Construct Class I shared use bicycle/pedestrian overcrossing, consisting of separated 5' wide pedestrian path and 8' wide bicycle path. Project construction includes bridge columns, foundations, superstructure, approach walls, drainage and utility work, lighting, landscaping, overhead sign relocation, concrete barriers, curb ramps, driveways, minor sidewalk and roadway reconstruction.							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		City of Santa Rosa					
PS&E		City of Santa Rosa					
Right of Way		City of Santa Rosa					
Construction		City of Santa Rosa					
<b>Legislative Districts</b>							
Assembly:	2		Senate:	2		Congressional:	5
<b>Project Benefits</b>							
One new crosswalk, two repaired curb ramps, one modified driveway.							
<b>Purpose and Need</b>							
Purpose: Provide safer and more comfortable alternative for cyclists and pedestrians crossing US 101 in the vicinity of schools and transit, compared to existing crossings, and provide continuous ADA-compliant bike/ped path to improve east-west connectivity across US 101 and connect to existing and proposed bike/ped networks.							
Need: Accommodate and provide safer bike/ped access between areas east and west of US 101.							
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>	
Active Transportation		Pedestrian bridge			SQFT	18650	
Active Transportation		Bicycle lane-miles			LF	1300	
ADA Improvements		Repair existing sidewalk			LF	650	
ADA Improvements		New curb ramp installed			EA	2	
NHS Improvements	No	Roadway Class		NA	Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		Yes
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved					09/14/20		
Begin Environmental (PA&ED) Phase						06/20/17	
Circulate Draft Environmental Document				Document Type	ND/CE	06/22/20	
Draft Project Report						06/22/20	
End Environmental Phase (PA&ED Milestone)						12/30/20	
Begin Design (PS&E) Phase						01/01/21	
End Design Phase (Ready to List for Advertisement Milestone)						03/27/22	
Begin Right of Way Phase						01/01/21	
End Right of Way Phase (Right of Way Certification Milestone)						12/17/23	
Begin Construction Phase (Contract Award Milestone)						05/02/24	
End Construction Phase (Construction Contract Acceptance Milestone)						05/22/26	
Begin Closeout Phase						05/23/26	
End Closeout Phase (Closeout Report)						05/23/27	

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 5/6/21

**Additional Information**

The "pedestrian bridge" consists of a mode-separated Class I pathway that includes a dedicated 5-foot-wide walking lane and 8-foot-wide two-way cycle track.

Environmental Document Type: CEQA IS/MND and NEPA CE to be completed in December 2020.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 5/6/21

District	County	Route	EA	Project ID	PPNO	
04	SON	101	2G340	4130002130		
<b>Project Title:</b> Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	600	1,400						2,000	City of Santa Rosa
PS&E		2,800	1,000					3,800	City of Santa Rosa
R/W SUP (CT)									City of Santa Rosa
CON SUP (CT)									City of Santa Rosa
R/W									City of Santa Rosa
CON									City of Santa Rosa
<b>TOTAL</b>	<b>600</b>	<b>4,200</b>	<b>1,000</b>					<b>5,800</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)			125	125				250	
CON SUP (CT)					1,150	750		1,900	
R/W			1,050	1,050				2,100	
CON					18,850	300		19,150	
<b>TOTAL</b>			<b>1,175</b>	<b>1,175</b>	<b>20,000</b>	<b>1,050</b>		<b>23,400</b>	

<b>Fund No. 1:</b>	<b>ATP Infrastructure Cycle 5</b>								<b>Program Code</b>
Existing Funding (\$1,000s)									20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,000			12,000	
<b>TOTAL</b>					<b>12,000</b>			<b>12,000</b>	

<b>Fund No. 2:</b>	<b>SB1 Local Streets and Roads</b>								<b>Program Code</b>
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City of Santa Rosa
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Local Streets and Roads Formula funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,000	750		1,750	
R/W									
CON					550	200		750	
<b>TOTAL</b>					<b>1,550</b>	<b>950</b>		<b>2,500</b>	

Fund No. 3:		Other Local							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Local	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					6,000			6,000		
TOTAL					6,000			6,000		

Fund No. 4:		TDA 3							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									MTC	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					300	100		400		
TOTAL					300	100		400		

Fund No. 5:		Local Gas Tax							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									City of Santa Rosa	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)			125	125				250		
CON SUP (CT)					150			150		
R/W			1,050	1,050				2,100		
CON										
TOTAL			1,175	1,175	150			2,500		



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) Yes					Date:	4/28/21
District	EA	Project ID		PPNO	MPO ID	
04	P8404	0417000550			ATP	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
MRN	N/A, parallel I-580WB	2.8	3.2	Metropolitan Transportation Commission		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Ingrid Supit		510-326-2831		<a href="mailto:isupit@bayareametro.gov">isupit@bayareametro.gov</a>		
<b>Project Title</b>						
Richmond-San Rafael Bridge Shared Use Path Gap Closure						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Francisco Boulevard East in San Rafael, from the westbound Main Street off-ramp to Grange Avenue.						
<b>Component</b>						
Implementing Agency						
PA&ED Metropolitan Transportation Commission (MTC)						
PS&E Metropolitan Transportation Commission(MTC)						
Right of Way Metropolitan Transportation Commission (MTC)						
Construction Metropolitan Transportation Commission(MTC)						
<b>Legislative Districts</b>						
Assembly:	10	Senate:	2	Congressional:	2	
<b>Project Benefits</b>						
A Class IV pathway across the Richmond-San Rafael Bridge opened in 2019, providing a safer active transportation facility across the San Francisco Bay between Contra Costa and Marin Counties. This project added another link to the future 500-mile Bay Trail network for users in both counties and Bay Area region.						
<b>Purpose and Need</b>						
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 user groups including residents of the underserved Canal neighborhood, residents and commuters in Marin County, and regional users of the San Francisco Bay Trail.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
Active Transportation		Bicycle lane-miles			LF	1,600
Active Transportation		Sidewalk miles			LF	1,600
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions	Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						05/05/14
Circulate Draft Environmental Document			Document Type			06/19/15
Draft Project Report						01/04/16
End Environmental Phase (PA&ED Milestone)						07/23/16
Begin Design (PS&E) Phase						05/03/17
End Design Phase (Ready to List for Advertisement Milestone)						07/30/21
Begin Right of Way Phase						11/01/17
End Right of Way Phase (Right of Way Certification Milestone)						06/30/21
Begin Construction Phase (Contract Award Milestone)						11/10/21
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/22
Begin Closeout Phase						01/01/23
End Closeout Phase (Closeout Report)						04/01/23

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## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 4/28/21

### Additional Information

Improvements to the City of Richmond's pedestrian and bicycle networks have been completed to provide access to the Richmond-San Rafael Bridge pathway through a bi-directional Class IV pathway. However, access between the Bridge pathway and the multiple connecting active transportation networks in Marin County has not been provided for pedestrians and bicyclists.

The project would close a major gap in the non-motorized network in southeast San Rafael through the provision of a multi-directional shared use facility along Francisco Boulevard East that would provide access between the new pathway along the Richmond-San Rafael Bridge, the San Francisco Bay Trail, and San Rafael's active transportation network.

The new facility would appeal to users of all ages and abilities. This would benefit large numbers of user groups, including residents of the underserved Canal neighborhood who would be provided access to key destinations throughout San Rafael and central Marin County. Residents and commuters from disadvantaged neighborhoods in Richmond would also benefit by the addition of a viable commute option. And regional Bay Trail users would gain a link in the proposed 500-mile bicycle and pedestrian network.

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## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 4/28/21

District	County	Route	EA	Project ID	PPNO	
04	MRN	N/A, parallel I-	P8404	0417000550		ATP
<b>Project Title:</b> Richmond-San Rafael Bridge Shared Use Path Gap Closure						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Metropolitan Transportation
PS&E									Metropolitan Transportation
R/W SUP (CT)									Metropolitan Transportation
CON SUP (CT)									Metropolitan Transportation
R/W									Metropolitan Transportation
CON									Metropolitan Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	200							200	
PS&E	400							400	
R/W SUP (CT)									
CON SUP (CT)									
R/W	110							110	
CON			5,002					5,002	
TOTAL	710		5,002					5,712	

Fund No. 1:	ATP Infrastructure Cycle 5								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									ATP-State-only Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,302					4,302	
TOTAL			4,302					4,302	

Fund No. 2:	BATA Rehab 8930 Capital								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC/BATA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	200							200	BATA Rehab 8930 Capital Fund Source No. FS 844 8930 16 8936
PS&E	400							400	
R/W SUP (CT)									
CON SUP (CT)									
R/W	110							110	
CON			700					700	
TOTAL	710		700					1,410	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

**Complete this page for amendments only****Date:** 4/28/21

District	County	Route	EA	Project ID	PPNO
04	MRN	N/A, parallel I-580WB	P8404	0417000550	

**SECTION 1 - All Projects****Project Background**

Project was recommended fo regional ATP grant award for ATP Cycle 5. Programming change request initiated 4/2021.

**Programming Change Requested**

FY 21/22 local match changed to all BATA Rehab 8930 Capital fund source. Change local match to add \$100k; \$700k local match instead of \$600k. End Design phase early, 07/30/2021 instead of 10/14/2020. End Right of Way Phase Early, 06/30/2021 instead of 11/14/2020. Delay Begin construction phase from 10/06/2021 to 11/10/2021. Delay End Construction Phase, 12/31/22 instead of 09/01/2022. Delay Begin Closeout Phase to 01/01/2023 instead of 11/07/22. End Closeout Phase Early from to 04/01/2023 instead of 11/06/2023. Project info on bicycle/sidewalk lengths changed (Row 41/42) and more detail provided on Rows 6 and Row 8 for Project info. Change of Project Manager from Nicola Szibbo to Ingrid Supit.

**Reason for Proposed Change**

Additional local funds programmed in BATA Rehab budget. Schedule changes and minor project info changes due to project management updates. Backfilled Principal Engineer of Capital Project Delivery position.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

N/A

**Other Significant Information**

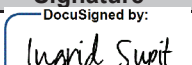
N/A

**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Ingrid Supit	 C19FBF9B8DC142D...	Principal Engineer	4/28/2021

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	5/10/21
District	EA	Project ID		PPNO	MPO ID	
04						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SM	Various	NA	NA	San Mateo, City of		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Sue-Ellen Atkinson		650-522-7288		<a href="mailto:seatkinson@cityofsanmateo.org">seatkinson@cityofsanmateo.org</a>		
<b>Project Title</b>						
Delaware Street Safe Routes to School Corridor						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
The project extents are South Delaware Street from 19th Avenue to Pacific Boulevard. The Delaware Street Safe Routes to School Corridor is a high-priority project identified in the City's 2020 Bicycle Master Plan based on a prioritization framework including safety and connectivity to key community destinations. Upgrading the existing sub-standard bicycle facilities to the proposed Class IV and bicycle boulevard is necessary to create a low-stress route suitable for users of all ages, and in particular younger cyclists who access the nearby schools.						
Component	Implementing Agency					
PA&ED	San Mateo, City of					
PS&E	San Mateo, City of					
Right of Way	San Mateo, City of					
Construction	San Mateo, City of					
<b>Legislative Districts</b>						
Assembly:	22	Senate:	13	Congressional:	14	
<b>Project Benefits</b>						
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. By providing more comfortable facilities, residents, students, and commuters will be able to use non-motorized transportation for short trips, commuting and recreation, improving connectivity, mobility, and public health.						
<b>Purpose and Need</b>						
The Delaware Street Safe Routes to School Corridor is a high-priority project identified in the City's 2020 Bicycle Master Plan based on a prioritization framework including safety and connectivity to key community destinations. Upgrading the existing sub-standard bicycle facilities to the proposed Class IV and bicycle boulevard is necessary to create a low-stress route suitable for users of all ages, and in particular students accessing local schools.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	5558
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						09/27/21
Circulate Draft Environmental Document			Document Type	CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						06/30/22
Begin Design (PS&E) Phase						07/01/22
End Design Phase (Ready to List for Advertisement Milestone)						06/30/23
Begin Right of Way Phase						07/01/23
End Right of Way Phase (Right of Way Certification Milestone)						06/30/24
Begin Construction Phase (Contract Award Milestone)						07/01/24
End Construction Phase (Construction Contract Acceptance Milestone)						04/01/25
Begin Closeout Phase						04/01/25
End Closeout Phase (Closeout Report)						06/30/25

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 5/10/21

**Additional Information**

The project will replace existing underutilized Class II bicycle lanes with .7 miles of Class IV facilities, and add .35 miles of bicycle boulevard in addition to crossing treatments at intersections, upgraded pedestrian facilities, and connectivity to the City's existing and planned bicycle facilities for a fully connected portion of the planned bicycle network.

The desired outcome of the project is to encourage more bicycling activity in an area where currently only the most confident cyclists ride. This project will be one 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. By providing more comfortable facilities, residents, students, and commuters will be able to use non-motorized transportation for short trips, commuting and recreation, improving connectivity, mobility, and public health.

This project will encourage more bicycling activity in an area where currently only the most confident cyclists ride.



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N						Date:	4/28/21			
<b>District</b>		<b>EA</b>		<b>Project ID</b>		<b>PPNO</b>		<b>MPO ID</b>		
04										
<b>County</b>		<b>Route/Corridor</b>		<b>PM Bk</b>		<b>PM Ahd</b>		<b>Nominating Agency</b>		
SF								San Francisco County Transportation Authority		
						<b>MPO</b>		<b>Element</b>		
						MTC		Capital Outlay		
<b>Project Manager/Contact</b>				<b>Phone</b>		<b>E-mail Address</b>				
Mike Tan				(415) 522-4826		<a href="mailto:mike.tan@sfcta.org">mike.tan@sfcta.org</a>				
<b>Project Title</b>										
Yerba Buena Island Multi-use Pathway										
<b>Location (Project Limits), Description ( Scope of Work)</b>										
<p>The project is located on Yerba Buena Island (YBI), San Francisco CA.          The Project limits are from the Bay Bridge East Span bike/ped landing on YBI to the Ferry Terminal on Treasure Island.          The Project will construct a Class I 2-way multi-use ADA compliant facility and a Class IV multi-use pathway.</p>										
<b>Component</b>		<b>Implementing Agency</b>								
PA&ED		San Francisco County Transportation Authority								
PS&E		San Francisco County Transportation Authority								
Right of Way		San Francisco County Transportation Authority								
Construction		San Francisco County Transportation Authority								
<b>Legislative Districts</b>										
<b>Assembly:</b>		17		<b>Senate:</b>		11		<b>Congressional:</b>		12
<b>Project Benefits</b>										
Project includes building a multi-use ADA compliant bike/ped pathway connection from the existing Bay Bridge East Span bike/ped landing on YBI to the Ferry Terminal on Treasure Island. Project benefits include promoting healthy lifestyles, transit service, and helping to relieve traffic on the Bay Bridge by encouraging commuters to cross the Bay via bicycling, walking, and ferry transit. The project will enable Treasure Island disadvantaged residents to commute to the Oakland area via bicycle or by walking.										
<b>Purpose and Need</b>										
The Treasure Island Transportation Implementation Plan proposed that fifty percent of future island trips come from walking, biking or transit. The purpose of the YBI Multi-use Pathway project is to implement this vision for a network of bicycle and pedestrian paths on the islands where none exists. Additionally, this project will enable bicyclists and pedestrians to travel from the Oakland area to San Francisco.										
<b>Category</b>			<b>Outputs</b>				<b>Unit</b>		<b>Total</b>	
Active Transportation			Pedestrian/Bicycle facilities miles constructed				LF		6400	
<b>NHS Improvements</b>		No	<b>Roadway Class</b>		NA		<b>Reversible Lane analysis</b>		No	
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions Yes				
<b>Project Milestone</b>						<b>Existing</b>		<b>Proposed</b>		
Project Study Report Approved						09/30/22				
Begin Environmental (PA&ED) Phase								08/19/21		
Circulate Draft Environmental Document				<b>Document Type</b>		CE/CE		05/01/22		
Draft Project Report								07/01/22		
End Environmental Phase (PA&ED Milestone)								09/30/22		
Begin Design (PS&E) Phase								10/01/22		
End Design Phase (Ready to List for Advertisement Milestone)								09/26/23		
Begin Right of Way Phase								03/01/23		
End Right of Way Phase (Right of Way Certification Milestone)								08/28/23		
Begin Construction Phase (Contract Award Milestone)								03/01/24		
End Construction Phase (Construction Contract Acceptance Milestone)								10/22/25		
Begin Closeout Phase								03/01/26		
End Closeout Phase (Closeout Report)								07/01/26		

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 4/28/21

District	County	Route	EA	Project ID	PPNO
04	SF				
<b>Project Title:</b> Yerba Buena Island Multi-use Pathway					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Francisco County
PS&E									San Francisco County
R/W SUP (CT)									San Francisco County
CON SUP (CT)									San Francisco County
R/W									San Francisco County
CON									San Francisco County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			3,000					3,000	
PS&E				11,400				11,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					75,000			75,000	
TOTAL			3,000	11,400	75,000			89,400	

Fund No. 1:	Infill Infrastructure Grant								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportat
PS&E									Funding Source is the California Department of Housing and Community Development
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,000					1,000	
PS&E				3,800				3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					25,000			25,000	
TOTAL			1,000	3,800	25,000			29,800	

Fund No. 2:	Local Partnership Program								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Local Source
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,000					1,000	LPP Formula Funds for SFCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	

Fund No. 3:		PCA Grant - Federal Funds							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Coastal Conservancy	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)			1,000					1,000		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL			1,000					1,000		

Fund No. 4:		Other Local							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E				3,800				3,800		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					50,000			50,000		
TOTAL				3,800	50,000			53,800		

Fund No. 5:		ATP Infrastructure Cycle 5							Program Code	
		Existing Funding (\$1,000s)							20.30.720	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E				3,800				3,800		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL				3,800				3,800		

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	04/21/2021 14:07:44
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04				City & County of San Francisco	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco				San Francisco County Transportation Authority, Metropolitan	
				MPO	Element
				MTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Thalia Leng			415-701-4762	thalia.leng@sfmta.com	

**Project Title**

Folsom Streetscape Project

**Location (Project Limits), Description (Scope of Work)**

In San Francisco, on Folsom Street from 2nd Street to 11th Street.

Construct a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management.

Component	Implementing Agency
PA&ED	San Francisco County MTA / Dept. of Parking and Traffic
PS&E	San Francisco County MTA / Dept. of Parking and Traffic
Right of Way	San Francisco County MTA / Dept. of Parking and Traffic
Construction	San Francisco County MTA / Dept. of Parking and Traffic

**Legislative Districts**

Assembly:	17	Senate:	11	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/17/2018	
Begin Environmental (PA&ED) Phase		09/01/2016
Circulate Draft Environmental Document <span style="float: right;">Document Type EIR</span>		12/03/2018
Draft Project Report		01/01/2019
End Environmental Phase (PA&ED Milestone)		09/05/2021
Begin Design (PS&E) Phase		07/01/2019
End Design Phase (Ready to List for Advertisement Milestone)		09/18/2021
Begin Right of Way Phase		06/01/2021
End Right of Way Phase (Right of Way Certification Milestone)		09/05/2021
Begin Construction Phase (Contract Award Milestone)		02/18/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/24/2024
Begin Closeout Phase		08/01/2024
End Closeout Phase (Closeout Report)		03/01/2025

**Purpose and Need**

**Project Benefits:** 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, closing transportation gaps, supporting growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation. This project ensures that walking, bicycling and transit remain safe, can operate efficiently, and are prioritized over vehicular traffic.

**Project Purpose and Need:** The Folsom Streetscape Project is a transformative Complete Streets project that will substantially improve traffic safety and livability in San Francisco’s South of Market (SoMa) Neighborhood, the densest, most diverse, and continuously growing neighborhood in San Francisco. The project area, which includes disadvantaged communities, is Folsom Street between 2nd and 11th Streets. This segment of Folsom Street is on San Francisco’s Vision Zero High Injury Network, the 13% of streets that account for 75% of the total severe and fatal traffic collisions in San Francisco. Almost half (45%) of the total collisions in the project area involved a person walking or biking.

In 2018, the San Francisco Municipal Transportation Agency (SFMTA) implemented traffic safety improvements using temporary materials through a Quick-Build project. This addressed the community need for immediate solutions to the severity of traffic safety issues along the corridor while the longer term and more permanent Project finished detailed design. The Quick-Build phase on Folsom Street installed a temporary parking protected bikeway, loading improvements, intersection daylighting, and temporary transit boarding islands.

The new Folsom Street will include a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management. The Project enhances the public realm by providing tree-lined medians and Civic Amenity Zones, which are pedestrian spaces with customized pavers, historic plaques, district street signs, and gateway elements celebrating the diverse communities centered along Folsom Street.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
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Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	2.2
Active Transportation	Sidewalk miles	Miles	0.6
Operational Improvement	Intersection / Signal improvements	EA	20

Date 04/21/2021 14:07:44

Additional Information

Performance Indicators and Measures for Safety

Safety: Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

8.7 events/year over next 20 years = NO BUILD

4.1 events/year over next 20 years = BUILD

Difference of 4.6 fewer event/year



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	4.1	8.7	-4.6

District	County	Route	EA	Project ID	PPNO
04	San Francisco				
Project Title					
Folsom Streetscape Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Francisco County MTA / Dept. o
PS&E									San Francisco County MTA / Dept. o
R/W SUP (CT)									San Francisco County MTA / Dept. o
CON SUP (CT)									San Francisco County MTA / Dept. o
R/W									San Francisco County MTA / Dept. o
CON									San Francisco County MTA / Dept. o
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,300	500						1,800	
PS&E	2,300	4,000						6,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			18,026	4,750	5,464			28,240	
TOTAL	3,600	4,500	18,026	4,750	5,464			36,340	

Fund #1:	ATP Infrastructure Cycle 5								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,040					7,040	
TOTAL			7,040					7,040	

Fund #2:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City & County of San Francisco
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,300	500						1,800	
PS&E	2,300	4,000						6,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,227	750	4,464			6,441	
TOTAL	3,600	4,500	1,227	750	4,464			14,541	

Fund #3:	Local Funds - General Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City & County of San Francisco
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Prop B
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,000			1,000	
TOTAL					1,000			1,000	

Fund #4:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									STIP CRRSAA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,043					3,043	
TOTAL			3,043					3,043	
Fund #5:	Other State - Cap-and-Trade Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Affordable Housing and Sustainable Communities, Strategic Growth Council
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,716	4,000				5,716	
TOTAL			1,716	4,000				5,716	

Fund #6:	Other Fed - STBG (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Safe and Seamless Mobility Quick Strike
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

# 2021 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

## STATE ONLY FUNDING REQUEST FORMS

<b>Agency</b>	<b>Project Title</b>
ACPW	E. Lewelling Boulevard Safe and Complete Street for Active Transportation
City of Emeryville	40th Street Protected Bikeway and Pedestrian Improvements





## EXHIBIT 22-F REQUEST FOR STATE ATP FUNDING

To: ATP Manager  
1120 N Street, MS 1  
Sacramento, CA 95814

Date: April 20, 2021

Subject: Request for ATP State-Only Funding

The Alameda County Public Works Agency hereby requests ATP State-only funding for the following project:

**PROJECT NAME: East Lewelling Boulevard Safe and Complete Street for Active Transportation**

PROJECT DESCRIPTION (Describe specifically what work is being accomplished, include PPNO)

This project along East Lewelling Boulevard between Meekland Avenue and Langton Way in Unincorporated Alameda County includes sidewalk installation to close existing sidewalk gaps, create accessible walkways, construct Class IV separated bike lanes, improve conflict markings at intersections, and enhance crosswalks at controlled and uncontrolled intersections. These improvements are anticipated to increase active transportation mode share as well as improve access and mobility for Ashland residents in Unincorporated Alameda County.

JUSTIFICATION:

A. Type of Work

Infrastructure (IF)

B. Project cost

\$9,233,000

C. Status of Project

1. Beginning and Ending Dates of the Project

March 2018 to December 2023

2. Environmental Clearance Status

CEQA approval September 20, 2018

3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?)

Alameda County will notify residents of the temporary construction easements.

Status of Construction

- a) Proposed Advertising Date February 2022
- b) Proposed Contract and Construction Award Dates July 2022

D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

FY 18/19 PA&ED \$300,000 Local Funds

FY 19/20, 20/21, 21/22 PS&E **\$400,000 ATP**; \$300,000 Local Funds

FY 21/22 ROW \$50,000 Local Funds

FY21/22, 22/23, 23/24 CON **\$2,996,000 ATP**; \$5,187, 000 Local Funds

**TOTAL PROJECT COST: \$9,233,000**

E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

STATE ONLY funding for the construction phase allows the Row of Way and Environmental phase to expedite the schedule with a Construction starting date of **July 2022**.

REGIONAL AGENCY CONCURRENCE:

The Metropolitan Transportation Commission\_ concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects):

(Signature of Regional Agency Representative) (Only for MPO selected projects):

DocuSigned by:  
**Ruben Izon**  
B834DCA060D84DC... , Associate Engineer  
(Signature of Local Agency Representative)





# City of Emeryville

INCORPORATED 1896

1333 Park Avenue, Emeryville, CA 94608-3517  
t (510) 596-4300 | f (510) 596-4389

To: ATP Manager  
1120 N Street, MS 1  
Sacramento, CA 95814

Date: 5/4/2021

## **Subject: Request for ATP State-Only Funding**

The City of Emeryville hereby requests ATP State-only funding for the following project:

### PROJECT NAME

### **Emeryville 40th Street Protected Bikeway and Pedestrian Improvements Project**

### PROJECT DESCRIPTION

This project is a subset of the 40th Street Transit-Only Lanes and Multimodal Enhancements project. The City conducted a two-year process culminating in a conceptual design for this project, and it is on a draft list of projects to be considered for Alameda County Transportation Plan's 2020 Countywide Transportation Plan. The project includes two-way protected bike lanes on the north side of 40<sup>th</sup> Street, boarding islands and pedestrian amenities at all of the bus stops, and crossing improvements throughout; these are included in this ATP application. The project also includes transit improvements on the south side of the street (narrowing the median two feet to add a bus lane and expanding bus stop areas into adjacent private property) and bus shelters at all of the bus stops; these are not included in the ATP application. The City intends to apply for design funding in the 2020 ACTC call and for construction funding in a near-future call.

The City's stated goals for the overall project include improving the safety and comfort of pedestrians accessing transit and cyclists traveling along the 40th-Shellmound Street corridor, improving travel times for transit vehicles, and enhancing the transit passenger area throughout the bus hub between San Pablo Avenue and Adeline Street and at bus stops west of San Pablo Avenue. The 40th Street Protected Bike Lanes and Pedestrian Improvements will give residents, visitors, students, and workers a better option to travel along and to destinations on and near 40th Street.

The project connects to 14 bus stops on 40th St, two Rapid bus stops on San Pablo Avenue at 40th Street, and two bus stops on Shellmound Street just north of the project. These stops serve AC Transit local and Transbay routes and Emery Go-Round shuttle routes connecting to MacArthur BART and Emeryville Amtrak stations. There are bike share stations on Horton Street and Adeline Street at 40th Street.

The route connects people to affordable shopping, entertainment, employment opportunities, residential buildings including affordable housing, a civic center and approved future Art Center, Bay Bridge Trail, and Bay Trail.

JUSTIFICATION:

A. Type of Work - Infrastructure (IF)

B. Project cost - \$13,915,000

C. Status of Project

1. Beginning and Ending Dates of the Project – 8/12/2018 – 3/22/2025
2. Environmental Clearance Status – Notice of Exemption (Sect 15301.c) filed with County Clerk
3. R/W Clearance Status – ROW owned fee title by City of Emeryville for 40<sup>th</sup> Street and public right of way in project limits, Caltrans approved R/W Certification. Expected 9/1/2021
4. Status of Construction
  - a) Proposed Advertising Date 2/1/2023
  - b) Proposed Contract and Construction Award Dates 5/1/2023


D. Total Project Funding Plan by Fiscal Year

<b>Project Phase</b>	<b>ATP Allocation Year</b>	<b>Total ATP Funding</b>	<b>Total non-ATP Funding</b>	<b>Source Non ATP</b>	<b>Total Project Cost</b>
<b>PA&amp;ED</b>					
<b>PS&amp;E</b>	21-22	\$1,374	\$ 365	Alameda County Transportation Commission (ACTC)	<b>\$ 1,739</b>
<b>R/W</b>					
<b>CON</b>	23-24		\$12,176	ACTC and City of Emeryville Local identified future funding sources	<b>\$ 12,176</b>
<b>NI-CON</b>					
<b>TOTAL</b>		<b>\$ 1,374</b>	<b>\$12,541</b>		<b>\$13,915</b>

E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

- Due to limited staff resources necessary to complete federal review and reporting processes, City of Emeryville procedures preclude Federal funding for projects where the majority of the funding could be from a state-only or local regional source. With a population of just 10,000 residents and geography of less than 1.2 miles, as a small city consultants are often used to augment staffing for a grant. We receive federal funds such as CDBG through the County as we are not a primary Jurisdiction and therefore do not build institutional capacity as we might otherwise.
- Additionally, the local identified future funding sources are likely to not be federal funds. The majority of the funding for this project will come in the construction phase of the project and at this time the source is unknown. To help prevent federalizing later phases of this project, we request state-only funding for this project. If the City receives federal funding for a later phase of this project, we would be amenable to swapping state-only funding from this program for federal funding if allowable.


Submitted by:

DocuSigned by:  
  
E6542D7D92C54E9  
Mary Grace Houlihan  
City of Emeryville  
Public Works Director

REGIONAL AGENCY CONCURRENCE:

MTC concurs with this request for an exception to the Project Funding Policy.

MTC Representative:

  
Name: Karl Anderson  
Title: Planner/Analyst