

METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (rATP)
CYCLE 4

INTRODUCTION
FEBRUARY 27, 2019

Attached is the Metropolitan Transportation Commission's (MTC's) proposal for the 2019 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 May 16, 2018, and applications for the Regional Program were due to MTC by July 31, 2018. About \$37 million is available for programming under the 2019 (Cycle 4) Regional ATP.

MTC received 72 applications requesting over \$339 million in response to the Regional ATP Call for Projects. Of these, Caltrans deemed three projects in region ineligible for ATP funds due to scope and application type, and the State funded two applications through the Statewide Competitive ATP. MTC staff worked with a multi-disciplinary group of evaluators to score and rank the applications.

MTC's 2019 rATP submittal includes the following sections:

- 2019 rATP Project List
- MTC Regional ATP Guidelines and Program Adoption– MTC Resolution No. 4324, Revised
- Project Programming Request (PPR) Forms for all selected projects

The projects are consistent with the Guidelines set forth in MTC Resolution No. 4324, Revised, the Statewide ATP Guidelines adopted by the CTC in May 2018, and MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2040*, which was developed pursuant to Government Code Section 65080.

2019 rATP Project Screening

MTC staff performed an initial screening check on all received applications and determined that all submissions met the deadline. Of these, Caltrans deemed three projects ineligible for ATP

funds: Alameda County Public Works Agency’s Heyer Avenue SRTS Corridor and Proctor Elementary School SRTS projects, both of which requested ineligible funding phases, and SFMTA’s 27-Bryant Tenderloin Transit Reliability Enhancement Project for ineligible scope. In response, MTC staff withdrew these three projects from further evaluation.

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

County	Number of Applications		Amount of ATP Funding Requested	
	Submitted	% of Total	(\$1,000s)	% of Total
Alameda*	25	34.7%	106,268	31.3%
Contra Costa	9	12.5%	30,947	9.1%
Marin	3	4.2%	11,332	3.3%
Napa	1	1.4%	316	0.1%
San Francisco*	7	9.7%	31,126	9.2%
San Mateo	11	15.3%	39,385	11.6%
Santa Clara	7	9.7%	57,134	16.8%
Solano	4	5.6%	16,884	5.0%
Sonoma	5	6.9%	46,580	13.7%
Total	72	100%	\$339,972	100%

*Application count includes three projects deemed ineligible by Caltrans

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. Staff 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 score possible is 110.

Statewide Competitive ATP Results

Concurrent with the Regional ATP process, the CTC released revised staff recommendations for the Statewide Competitive ATP projects on January 18, 2019. At its January 30, 2019 meeting, CTC approved funding two projects in the MTC region totaling approximately \$12 million in ATP funds, out of a statewide program of \$238 million. MTC removed those two 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	Description	Amount (\$1,000s)
San Francisco	San Francisco Department of Public Works	Alemaný Interchange Improvements, Phase 2	\$1,971
Santa Clara	City of San Jose	Better BikewaySJ - San Fernando Corridor	\$9,992
Total			\$11,963

Regional ATP Project Selection

MTC considered the remaining projects that were not selected for programming in the statewide competition. However, nine 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 3 on the next page. Further analysis of the adopted rATP is included in Table 4.

On February 27, 2019, MTC adopted the 2019 Regional ATP program of projects, which fully funds four projects and partially funds two projects for a total of \$37 million. This figure includes 2 projects requesting less than \$1 million to meet MTC’s funding target for smaller projects.

SMART Pathway Windsor to Petaluma Gap Closure Phasing

The SMART Pathway Windsor to Petaluma Gap Closure project sponsored by the Sonoma-Marin Area Rail Transit District (SMART) requested \$27.5 million in ATP funds; however, insufficient funding remained to fully fund SMART’s request. Therefore, MTC recommends funding two NEPA-cleared segments of the project, the East Petaluma to Penngrove segment at \$5.9 million and the Rohnert Park to Southwest Santa Rosa segment at \$6.6 million, for a total of \$12.5 million. The majority of project benefits described in the application are in these two phases and the region believes those benefits will be achieved. SMART will deliver these two segments under one contract. SMART, Caltrans, and MTC staff are working together to provide updated PSR-Equivalent documentation prior to the Commission’s adoption.

Partial Funding

The Willow-Keys Complete Streets Improvements project sponsored by San Jose requested \$16.5 million in ATP funds; however, only \$12.9 million of ATP remains after funding higher-scoring projects. MTC worked with the sponsor and the Santa Clara Valley Transportation Authority to bring additional local and county sales tax funds to fully-fund the project. The region believes all of the benefits described in the application will be achieved. Further, should funds be available from other projects (for instance, due to ineligible cost items) before CTC's approval of the MTC's rATP, MTC may amend the program to augment funding for the Willow-Keys Complete Streets Improvements project, up to the full requested amount.

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 3: MTC's Adopted 2019 Regional ATP – February 27, 2019 (Alphabetical Order)

County	Sponsor	Project	ATP Amount (\$1,000s)
Alameda	ACPW	Active and Safe Oakland	\$999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$6,000
Santa Clara	San Jose	Willow-Keys Complete Streets Improvements	\$12,926*
Sonoma	SMART	SMART Pathway Project	\$12,574*
Total			\$36,670

* Indicates project will receive partial funding

Table 4: MTC 2019 Regional ATP – Analysis of Adopted Program of Projects

County	Number of Regional ATP Projects		Amount of Regional ATP (\$1,000s)	
		% of Total		% of Total
Alameda	3	50%	5,170	14%
San Francisco	1	16%	6,000	16%
Santa Clara	1	16%	12,926	35%
Sonoma	1	16%	12,574	34%
Total	6	100%	\$36,670	100%

Broad Spectrum of Projects Benefiting Bicyclists and Pedestrians

The selected project list of six projects represents a broad spectrum of projects that benefit pedestrians and bicyclists. Funding includes almost \$31 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 Ohlone Greenway Trail Safety Improvements project in Alameda County and the SMART Pathway Project in Sonoma County), complete streets improvements (Santa Clara County), and safety improvements for bicyclists and pedestrians (San Francisco County).

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. MTC intends to fund projects on the contingency list should there be any project failures or savings in the 2019 (Cycle 4) 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 5.

Table 5: MTC 2019 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Contingency Amount (\$1,000s)
91.0	Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$3,612*
90.0	Alameda	Berkeley	Milvia Street Bikeway Project	\$3,351
90.0	Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (PS&E)	\$10,400
89.0	Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$6,200
88.3	Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$2,962
87.0	San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$2,646
86.7	Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$2,698
85.0	Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$3,184
83.3	Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$3,768
Total				\$38,821

* San Jose requested \$16,538; however, \$12,926 was funded, so a difference of \$3,612 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

METROPOLITAN TRANSPORTATION COMMISSION
 2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

target. Table 6 details the programming amounts against the targets in the ATP FE. Note that 100% of regional ATP funding benefits Disadvantaged Communities, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools projects, 84% of regional ATP funding benefit SRTS type projects.

Table 6: Regional ATP Consistency with ATP Fund Estimate (\$1,000s)

	Total	FE Target	Over (Under) Target
MTC Regional ATP Programming	\$36,670	\$36,670	\$-
Benefit to Communities of Concern (Disadvantaged Communities)	\$36,670	\$9,168	\$27,502
Benefit to Safe Routes to Schools	\$30,670	N/A	N/A

Attachment 1

Metropolitan Transportation Commission
 Cycle 4 Regional Active Transportation Program

List of Applications Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP
Black on Green: Projects Recommended in the Regional ATP
Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	Alameda County School Travel Opportunities Program	\$ 4,178	\$ 3,761	99.0
SF	SFMTA	6th Street Pedestrian Safety Project	\$ 20,815	\$ 6,000	92.0
SON	SMART	SMART Pathway - Windsor to Petaluma	\$ 31,909	\$ 27,498*	92.0
SCL	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial \$12,953K recommended</i>)	\$ 19,649	\$ 16,538*	91.0
ALA	Berkeley	Milvia Street Bikeway Project	\$ 4,190	\$ 3,351	90.0
ALA	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART	\$ 119,164	\$ 10,400	90.0
ALA	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 35,223	\$ 6,200	89.0
SON	SMART	SMART Pathway - Santa Rosa to Rohnert Park Gap Closure	\$ 7,141	\$ 5,782	89.0
CCC	Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 4,351	\$ 2,962	88.3
ALA	Albany	Ohlone Greenway Trail Safety Improvements	\$ 485	\$ 410	88.0
SF	SFPW	Alemany Interchange Improvements, Phase 2	\$ 2,727	\$ 1,971	88.0
SF	SFMTA	Hairball Intersection Improvements Phase 2	\$ 3,638	\$ 2,646	87.0
ALA	ACPW	Active and Safe Oakland	\$ 999	\$ 999	87.0
SCL	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698	\$ 2,698	86.7
MRN	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,711	\$ 3,184	85.0
CCC	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,932	\$ 3,768	83.3
ALA	Oakland	Plaza de la Fuente- E12th Street Pedestrian and Bicycle Improvements	\$ 12,166	\$ 11,076	83.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,470	\$ 1,600	83.0
SCL	San Jose	Better BikewaySJ - San Fernando Corridor	\$ 11,919	\$ 9,992	81.7
ALA	San Leandro	Crosstown Class IV Corridors: Bancroft Avenue & Williams Street	\$ 3,019	\$ 2,988	81.7
SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,233	\$ 3,775	81.0
ALA	Oakland	Coliseum BART to Bay Trail Greenway Connection	\$ 16,094	\$ 2,512	80.5
CCC	CCPW	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$ 7,504	\$ 6,704	79.5
SOL	Fairfield	West Texas Street Road Diet	\$ 9,200	\$ 4,634	79.5
SM	San Mateo County	Midcoast Multimodal/Parallel Trail Implementation Project	\$ 5,291	\$ 4,173	79.0
SCL	SCVTA	King Road Pedestrian Safety and Transit Access Improvements	\$ 19,168	\$ 19,168	78.7
MRN	Marin County	North-South Greenway Gap Closure Project	\$ 8,048	\$ 6,548	77.0
ALA	ACPW	Ashland Cherryland On the Move	\$ 999	\$ 999	76.3
ALA	Berkeley	Safe Routes to School Improvements - Oxford and Jefferson Schools	\$ 342	\$ 273	76.0
ALA	Fremont	SRTS Improvements - Cabrillo Elementary and Leitch Elementary	\$ 3,055	\$ 2,704	76.0
CCC	CCPW	Market Avenue Complete Street Project	\$ 2,532	\$ 2,272	75.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancements	\$ 9,069	\$ 6,031	74.5
CCC	CCPW	Bailey Road Bicycle and Pedestrian Improvements Project	\$ 2,734	\$ 2,459	73.3
SF	SFMTA	Muni Forward 30 Stockton Improvements (3rd Street)	\$ 13,601	\$ 8,300	72.5
SF	SFMTA	Vision Zero SF: In-School Bike Education Program	\$ 4,011	\$ 3,567	71.5
SM	San Mateo	City of San Mateo Safe Routes to School Phase 2	\$ 474	\$ 474	71.3
ALA	Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$ 50,549	\$ 39,470	70.0
ALA	ACPW	Hayward High School Safe Routes to School Project	\$ 596	\$ 497	70.0
SCL	Morgan Hill	Morgan Hill SRTS Action Plan Implementation and Related Infrastructure Improvements	\$ 1,398	\$ 1,188	70.0
SM	San Mateo	Hillsdale/US-101 Bicycle/Pedestrian Bridge Project - PS&E Phase	\$ 40,037	\$ 3,090	70.0
ALA	Hayward	Mission Boulevard Corridor Improvements Phase 3	\$ 15,505	\$ 3,108	69.7
ALA	ACPW	Del Rey Elementary School Safe Routes to School Project	\$ 449	\$ 375	67.0
CCC	CCPW	Appian Way Complete Street – Roundabout at Valley View Road	\$ 5,280	\$ 4,613	67.0
ALA	ACPW	Grant Elementary School Safe Routes to School Project	\$ 944	\$ 782	66.0
SON	Windsor	Windsor River Road/Windsor Road Multimodal Accessibility and Safety Improvements	\$ 12,859	\$ 3,494	63.0
SOL	Vallejo	Vallejo Bluff Trail Connector Project	\$ 7,080	\$ 7,030	63.0
ALA	ACPW	Somerset Avenue SRTS Corridor	\$ 5,329	\$ 3,684	62.5
SM	Belmont	Belmont –Ralston Avenue Corridor Streets Improvement Project	\$ 4,676	\$ 3,655	61.7
ALA	ACPW	Castro Valley Elementary SRTS	\$ 3,600	\$ 2,135	61.0
SM	South San Francisco	Junipero Serra/ Hickey/ Longford Bicycle & Pedestrian Improvements	\$ 5,931	\$ 5,931	60.7
SF	SFPW	Ridge Lane	\$ 4,050	\$ 3,585	59.0
SCL	Cupertino	Stevens Creek Boulevard Separated Bike Lanes Phase 2 Project	\$ 5,400	\$ 5,400	58.0
SM	San Mateo County	Gray Whale Cove Pedestrian Improvement Project	\$ 2,775	\$ 1,578	58.0
SCL	Sunnyvale	Braly Elementary School Safe Routes to Schools	\$ 2,688	\$ 2,150	57.0
SM	Millbrae	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$ 19,500	\$ 17,000	57.0

Color Key

- White on Black: Projects Funded by the Statewide ATP
- Black on Green: Projects Recommended in the Regional ATP
- Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACPW	Niles Canyon Trail	\$ 92,625	\$ 974	56.0
CCC	CCPW	Treat Boulevard Bicycle & Pedestrian Improvements	\$ 1,785	\$ 1,565	56.0
ALA	Albany	Albany Complete Streets for San Pablo Avenue and Buchanan Street	\$ 3,495	\$ 2,264	55.5
ALA	ACPW	D Street SRTS	\$ 4,725	\$ 3,800	55.0
NAP	City of Napa	West Park Elementary School Pedestrian Infrastructure Improvements	\$ 316	\$ 316	54.0
CCC	CCPW	San Miguel Drive Complete Street	\$ 1,543	\$ 1,388	53.7
SOL	Rio Vista	Rio Vista Active Transportation Link to Downtown	\$ 1,489	\$ 1,489	52.0
SOL	STA	Solano County Safe Routes to Transit Projects	\$ 4,772	\$ 3,731	52.0
SM	South San Francisco	Spruce Avenue Pedestrian Safety Improvement Project	\$ 851	\$ 767	51.0
SM	Atherton	Atherton Avenue Bicycle Lanes	\$ 1,852	\$ 1,564	48.0
SM	Burlingame	School Area Pedestrian Enhancement Project	\$ 840	\$ 716	45.0
CCC	Lafayette	School Street Safe Route to School	\$ 5,216	\$ 5,216	44.0
ALA	ACPW	Lewelling Blvd SRTS Corridor	\$ 3,586	\$ 2,312	43.0
SM	South San Francisco	Sunshine Gardens Safety and Connectivity Improvement Project	\$ 494	\$ 437	39.0
ALA	ACPW	Heyer Avenue SRTS Corridor	\$ 2,600	\$ 398	0.0
ALA	ACPW	Proctor Elementary School SRTS	\$ 5,150	\$ 796	0.0
SF	SEMTA	27 Bryant Tenderloin Transit Reliability Enhancement Project	\$ 6,943	\$ 5,057	0.0

72 Applications Received.	Totals	\$ 727,667	\$ 339,972
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Attachment 2

Metropolitan Transportation Commission
Regional Active Transportation Program - Cycle 4

List of Project Evaluators

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Bay Area Rapid Transit District	Transit Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Safety
California Walks	Safe Routes to School/ Pedestrian Safety
Castro Valley Bicycle & Pedestrian Advisory Committee	Bike & Pedestrian Safety
Contra Costa County (1)	Department of Conservation and Development
Contra Costa County (2)	Department of Conservation and Development
City of Menlo Park	City; Public Health
City of Newark	City
City of Rohnert Park	City
Golden Gate Bridge and Highway Transportation District	Transit Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Policy Advisory Council; Public Health
MTC Policy Advisory Council (2)	Policy Advisory Council
Napa County Bicycle Coalition	Bike & Pedestrian Safety
San Francisco County Transportation Agency	County Transportation Agency
San Mateo County Health System	Public Health
Santa Clara Valley Transportation Authority	County Transportation Agency
Solano Transportation Authority	County Transportation Agency

**METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)
CYCLE 4
List of Project Evaluators**

Name	Agency
Chris Marks	ACTC
Donna Lee	BART
Emma Shlaes	BSV
Chris Johnson	Cal Walks
Stacy Spink	Castro Valley BPAC
Joseph Lawlor	Contra Costa County
Robert Sarmiento	Contra Costa County
Jon Gaffney	GGBHTD
Nicole H. Nagaya	Menlo Park
Kara Oberg	MTC
Karl Anderson	MTC
Lee Huo	MTC
Patrick Band	Napa County Bicycle Coalition
Jayson Imai	Newark, CA
Cathleen Baker	Policy Advisory Council
Richard Burnett	Policy Advisory Council
Eydie Tacata	Rohnert Park
Heather Arata	San Mateo County Health System
Eric Reeves	SFCTA
Cory Peterson	STA
Malahat Owrang	VTA

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT SUMMARY LISTS

Attachment B
Metropolitan Transportation Commission
2019 Active Transportation Program (ATP)
Cycle 4
FY 2019-20 through FY 2022-23
Regional ATP Cycle 4 List of Projects

MTC Resolution No. 4324
 Attachment B
 Adopted: April 25, 2018
 Revised: 02/27/19-C

Regional ATP Cycle 4 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Active and Safe Oakland	\$ 999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$ 3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$ 410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$ 6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial</i>)	\$ 12,926
Sonoma	SMART	SMART Pathway - Petaluma to Santa Rosa	\$ 12,574
TOTAL:			\$36,670

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Regional ATP Cycle 4 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Remaining Amount</i>)	\$ 3,612
Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (<i>PS&E</i>)	\$ 10,400
Alameda	Berkeley	Milvia Street Bikeway Project	\$ 3,351
Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 6,200
Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 2,962
San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$ 2,646
Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698
Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,184
Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,768
TOTAL:			\$38,821

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**2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)**

MTC 2019 Regional Active Transportation Program Recommendations (Rev 04/25/19)																		
MPO	Application ID	County	Project Title	Total Project Cost	ATP Recm'd	SOF	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON-NI	Project Type	DAC	SRTS
MTC	4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$999	\$999	X	999								999	Non-Infrastructure	X	X
MTC	4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$4,178	\$3,761	X	3,761								3,761	Non-Infrastructure	X	X
MTC	4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$665	\$410	X	410								410	Infrastructure - S	X	X
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$19,761	\$6,000	X	6,000								6,000	Infrastructure - L	X	
MTC	4-San Jose-1	Santa Clara	Willow-Keyes Complete Streets Improvements	\$19,649	\$12,926*					12,926					12,926	Infrastructure - L	X	X
MTC	4-Sonoma-Marin Area Rail Transit District (SMART)-2	Sonoma	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$13,802	\$12,574*		1,817	10,757						1,817	12,574	Infrastructure - L	X	X
				\$59,054	\$36,670													
* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.																		
* SMART requested \$27,498 for five segments; however \$12,574 is recommended for two segments due to lack of funds.																		
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	