

APPENDIX A – 18

Regional Policies: Project Funding and Specific Funding Programs

**Active Transportation Program (ATP) Cycle 1
Regional Competitive Program Guidelines and
Program of Projects for the San Francisco Bay Area
MTC Resolution No. 4132**



Date: April 23, 2014
W.I.: 1512
Referred by: PAC
Revised: 09/24/14-C
04/22/15-C
05/27/15-C

ABSTRACT

Resolution No. 4132, Revised

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

This resolution includes the following attachments:

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

On September 24, 2014, the Commission adopted Attachment B, the 2014 Regional Competitive Active Transportation Program (ATP) of Projects and contingency list of projects.

On April 22, 2015, the Commission revised Attachment B to delete the Jennings Avenue Bicycle/Pedestrian Crossing project in Santa Rosa for \$8,157,000, and add \$1,318,000 to the existing Riverside Avenue Pedestrian Overcrossing project in Contra Costa County, and move four projects totaling \$6,839,000 from the contingency list to the funded program, and add eight new projects to the contingency list totaling \$7,663,000.

On May 27, 2015, the Commission revised Attachment B to delete the Bay Area Bike Share Expansion project for \$7,713,000, increase funding for the SFMTA Vision Zero project, move seven projects totaling \$7,158,000 from the contingency list to the funded program, and add two projects to the contingency list.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated April 9, 2014, September 10, 2014, April 8, 2015, and May 13, 2015.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4132

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

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

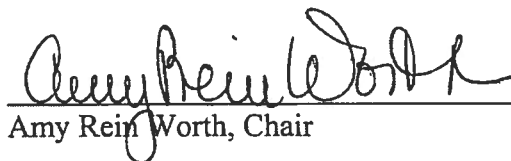
RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

Date: April 23, 2014
W.I.: 1515
Referred by: PAC
Revised: 09/24/14-C

Attachment A
Resolution No. 4132
Page 1 of 11

**Cycle 1 Regional Competitive
Active Transportation Program
(ATP)**

Guidelines

April 23, 2014

**MTC Resolution No. 4132
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>**

**Cycle 1 Regional Competitive Active Transportation Program (ATP)
Guidelines
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Cycle 1 Regional Competitive Active Transportation Program 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 a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into one program.

State and federal law segregate ATP funds into three main components, with funding 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 Competitive Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the ATP, approved on March 20, 2014. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for not only the statewide competitive program, but also for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing their own policies, procedures, and project selection criteria that differ from those adopted by CTC, provided they are approved by CTC.

This document serves as MTC’s Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Competitive Active Transportation Program on April 23, 2014, for final consideration by the CTC in May 2014.

Development Principles

The following principles will frame the development of MTC’s Regional Competitive Active Transportation Program.

- MTC will work with CTC staff, Caltrans, CMAs, transit operators, and interested stakeholders to develop the Regional Competitive Active Transportation Program.
- Investments made in the ATP must carry out the objectives of the Regional Transportation Plan (RTP).
- MTC will meet or exceed the 25% programming goal to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.

- MTC will continue to advocate for improved ATP delivery strategies, including using either a lump sum allocation or delegated authority to Caltrans.
- MTC will continue to advocate that all projects savings and un-programmed balances remain within the ATP program rather than be 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).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines were adopted on March 20, 2014, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. The most current CTC Guidelines for the Active Transportation Program, as posted on the CTC website, is incorporated in MTC's Regional Competitive ATP Guidelines via this reference. All project sponsors are required to follow the MTC and CTC ATP Guidelines in the development and implementation of the ATP.

ATP Development Schedule

Development of the ATP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for this round of ATP funding (FY 2014-15), consistent with the ATP Fund Estimate approved by the CTC on December 11, 2013. Appendix A-2 also includes MTC's 25% programming goal 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://www.mtc.ca.gov/get_involved/participation_plan.htm.

ATP Projects in the Transportation Improvement Program (TIP)

In response to state and federal requirements, ATP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, it is required 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. In the ATP, all projects are subject to be a mix of federal and state funds, and therefore require a CTC allocation, and a federal authorization to proceed (if federal funds are on the project) prior to 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 Competitive 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 Competitive Active Transportation Program, and has one additional evaluation criteria. The additional criteria will give points for projects that support previously-adopted regional priorities and projects that meet *Plan Bay Area's* objective to meet SB 375 commitments. MTC has also included various project screening criteria and additional language for consistency with regional policies and goals. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project Sponsors may apply for either the State ATP program or Regional Competitive Active Transportation Program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC, along with a regional application.

2. Definition of Disadvantaged Communities

The CTC Guidelines state that an MPO may define Disadvantaged Communities differently than the three criteria outlined in the statewide guidance. The MTC region has already adopted a measure to define Disadvantaged Communities known as "Communities of Concern". MTC recently updated the Communities of Concern definition in 2013 as a part of the *Plan Bay Area* Equity Analysis Report.

MTC's Communities of Concern are defined as those census tracts having either 1) significant concentrations of both low-income and minority residents, or 2) significant concentrations of any four or more of the following eight disadvantage factors: minority persons; low-income persons below 200% of the federal poverty level (about \$44,000 per year for a family of four); persons with Limited English Proficiency; zero-vehicle households; seniors aged 75 and over; persons with a disability; single-parent families; and housing units occupied by renters paying more than 50% of household income on rent. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	54%	70%
2. Low Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors Aged 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Rent-Burdened Households	10%	15%

Based on this definition, roughly 20% 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* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Further, applicants can find an online map showing precise locations of Communities of Concern online at: <http://geocommons.com/maps/118675>.

3. Match Requirement

The CTC Guidelines prescribe a match requirement of 11.47%, which is waived for projects benefiting a Disadvantaged Community, stand-alone non-infrastructure projects, and safe routes to schools projects. The CTC Guidelines allow MPOs to define its own match requirements for the Regional Competitive Active Transportation Program.

Consistent with CTC guidance, the match requirement for the regional ATP is 11.47%, with the same match waivers for projects benefiting a Community of Concern, 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. Contingency Project List

MTC will adopt a list of projects for programming the Regional Competitive 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 1 Regional Competitive ATP. This will ensure that the Regional Competitive ATP will fully use all ATP funds, and that no ATP funds are lost to the region.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Competitive Active Transportation Program. Project sponsors must complete an application for each new project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. All application materials, in the form of 5 hard copies and 1 electronic copy (via

CD/DVD, portable hard drive, or USB thumb drive) must be received by MTC no later than 4 PM on July 24, 2014 in order 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 criteria.

- A. Prohibition of Multiple Phases in 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 with right of way acquisition may not have more than one phase programmed per fiscal year.
- B. Deliverability.** Project sponsors must demonstrate they can meet the expedited delivery timeframe imposed on the program by the CTC. 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. For projects programmed in FY 2014-15, sponsors submit the CTC allocation and obligation paperwork to Caltrans/CTC by January 31, 2015, and receive the federal authorization to proceed (E-76 / federal obligation) by March 31, 2015. For projects programmed in FY 2015-16, sponsors submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1, 2015, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31, 2016. ATP funds for the environmental phase must be programmed and obligated in FY 2014-15. There are no extensions to these deadlines.

Additional Project Evaluation Criterion

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with one additional criterion for the Regional Competitive Active Transportation Program. The additional criterion is:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 10 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project meets *Plan Bay Area's* objective to meet SB 375 commitments. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area's* Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - Establishment and expansion of regional bike share
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects

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). For additional information, refer to http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf

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://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network. 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 polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://www.mtc.ca.gov/planning/bicyclespedestrians/>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
Regional Active Transportation Program (ATP)
Development Schedule (Subject to Change)
April 23, 2014, Rev. Sept. 24, 2014

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

Shaded Area – Actions by State, CTC or Caltrans

Appendix A-2

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

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

ATP Regional Share

All numbers in thousands

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

Disadvantaged Communities Target

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

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

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

Appendix A-3: Regional Competitive ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Competitive Active Transportation Program. The application consists of the following six parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/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
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional competitive ATP Supplemental Application Form, available at <http://www.mtc.ca.gov/funding/ATP/>
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls
4. Documentation of all other funds committed to the project
5. Resolution of Local Support
 - a. Available at: http://files.mtc.ca.gov/pdf/ATP/ATP_Resolution_Local_Support.docx
6. Complete Streets Checklist
 - a. Available at: http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

**Attachment B
Metropolitan Transportation Commission
2014 Active Transportation Program (ATP)
Cycle 1
FY 2014-15 and FY 2015-16
Regional ATP Cycle 1 list of Projects
May 2015**

MTC Resolution No. 4132
Attachment B
Adopted: 04/23/14-C
Revised: 09/24/14-C
04/22/15-C
05/27/15-C

Regional ATP Cycle 1 Projects

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda (City)	Cross Alameda Trail (includes SRTS component)	\$2,231,000
Alameda	Alameda County	Be Oakland, Be Active: A Comprehensive SRTS Program	\$988,000
Alameda	Berkeley	LeConte Elementary Schools SRTS Imps.	\$682,000
Alameda	Livermore	Marilyn Avenue Elementary Safe Routes to School	\$358,000
Alameda	Oakland	Lake Merritt to Bay Trail Bike/Ped Gap Closure (PS&E/ROW)	\$3,210,000
Contra Costa	CCTA	Riverside Ave Ped Overcrossing Replacement	\$2,000,000
Contra Costa	EBRPD	San Francisco Bay Trail, Pinole Shores to Bay Front Park	\$4,000,000
Regional	MTC	Bay Area Bike Share Expansion	\$0
San Mateo	San Mateo (City)	City of San Mateo Safe Routes to School Program	\$2,515,000
Santa Clara	Santa Clara VTA	Central and South County Bicycle Corridor Plan	\$443,000
San Francisco	SFMTA	San Francisco Citywide Bicycle Wayfinding	\$792,000
Alameda	Alameda County	Safe Routes to School Alameda County	\$668,000
Santa Clara	Santa Clara County	Gilroy Moves! (SRTS)	\$1,876,000
San Francisco	SFMTA	Vision Zero Safety Investment	<u>\$4,058,000</u>
<u>Alameda</u>	<u>Oakland</u>	<u>City of Oakland Improvements for SRTS</u>	<u>\$1,236,000</u>
<u>Contra Costa</u>	<u>Contra Costa County</u>	<u>Port Chicago Hwy and Willow Pass Rd Bike/Ped Facility</u>	<u>\$800,000</u>
<u>Alameda</u>	<u>Oakland</u>	<u>High St-Courtland Ave-Ygnacio Ave Intersection Imps.</u>	<u>\$1,128,000</u>
<u>Alameda</u>	<u>Alameda County</u>	<u>Ashland Ave. Bicycle and Pedestrian SRTS</u>	<u>\$708,000</u>
<u>Contra Costa</u>	<u>Pleasant Hill</u>	<u>Contra Costa Blvd. Improvements (Beth-Harriet)</u>	<u>\$1,556,000</u>
<u>Sonoma</u>	<u>Sonoma County</u>	<u>Sonoma County SRTS High School Pilot</u>	<u>\$872,000</u>
<u>Alameda</u>	<u>Alameda County</u>	<u>Hillside Elementary School SRTS</u>	<u>\$858,000</u>
TOTAL:			\$30,979,000

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Regional ATP Cycle 1 Contingency List

County	Implementing Agency	Project	Regional ATP
<u>San Francisco</u>	<u>SFMTA</u>	<u>Accessible Transit Wayfinding Toolkit</u>	<u>\$390,000</u>
<u>Alameda</u>	<u>San Leandro</u>	<u>Floresta / Monterey Intersection Improvements</u>	<u>\$621,000</u>
TOTAL:			\$1,011,000

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