

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.6 - *REVISED*
Information

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Subject: HEARING ON THE 2019 ACTIVE TRANSPORTATION PROGRAM-
STATEWIDE AND SMALL URBAN & RURAL COMPONENTS STAFF
RECOMMENDATIONS

SUMMARY:

The Commission adopted the 2019 Active Transportation Program guidelines and the program fund estimate at the May 2018 Commission meeting. Per legislation, the 2019 Active Transportation Program must benefit a minimum of 25 percent disadvantaged communities.

The 2019 Active Transportation Program includes four years of programming, 2019-20 through 2022-23, with \$445,560,000 in funding capacity for the following program components:

- Statewide (50 percent or \$218,780,000)
- Small Urban & Rural (10 percent or \$43,756,000)
- Ten large Metropolitan Planning Organizations (40 percent or \$175,024,000)
- California Conservation Corps (\$8,000,000 for 2019-20 and 2020-21)

The call for projects was released May 2018. Project applications were due on or before July 31, 2018. An extension was granted to applicants affected by wildfires. Applications were received for 554 projects, requesting over \$2.2 billion of Active Transportation Program funds. Fifty-one teams of volunteer evaluators reviewed applications and provided consensus scores for each application. The evaluators represent the northern and southern parts of the state equally. Evaluators are city/county transportation planners and engineers, advocates, California Transportation Commission and Department of Transportation employees. All evaluators attended a mandatory three-hour training session conducted by Commission staff that involves reviewing the evaluation process and scoring rubrics. Commission staff also reviewed every application to check the evaluator scores.

The Commission encouraged applicants to apply for larger projects in the 2019 Active Transportation Program because these projects have the potential to generate a more transformative change to a community’s transportation environment. Applicants heeded this encouragement by applying for much larger projects than in past cycles. Eight percent of projects submitted in Cycle 4 requested \$10,000,000 or more, with the largest request amount being

\$39,600,000. The average fund request was over \$4,000,000 per project which is double the average fund request from the 2017 Active Transportation Program. Because of these large requests, the available funds were consolidated into fewer projects than in past cycles. Additionally, the funding cut-off score (a score of 89) was higher than in past cycles.

The geographic funding distribution has been varied over the years, in some cycles the majority of funds were distributed to the northern part of the state, and in others the majority of funds was distributed to the southern part of the state. Considering all four cycles together, the funding distribution generally breaks down to 59 percent south and 41 percent north.

Parallel to the application review process, Caltrans reviewed each project for eligibility and deliverability. Caltrans worked with project sponsors for projects recommended for funding in the 2019 Active Transportation Program to resolve any project component eligibility and deliverability issues. Through the Caltrans review and the Commission evaluation process, ten projects were determined to be ineligible and were not scored.

The staff recommendations are based on:

- Funding levels identified in the 2019 Active Transportation Program Fund Estimate;
- Eligibility for the program;
- Evaluation team project scores;
- Statutory requirements; and
- Commission policies as expressed in the Active Transportation Program guidelines.

In summary, the recommendations include:

Statewide Component – Active Transportation Program funds of \$237,566,000 for 51 projects valued at \$290,273,000 including:

- \$154,186,000 (65 percent) for 35 Safe-Routes-to-School projects
- \$232,936,000 (98 percent) for 50 projects that provide benefits to disadvantaged communities.

An additional \$18,786,000 in savings from lapsed funds or canceled projects from the last three cycles was added to the Statewide component, for an increased funding capacity of \$237,566,000.

Small Urban & Rural Component – Active Transportation Program funds of \$43,756,000 for **10** ~~9~~ projects valued at **\$59,768,000** ~~\$53,270,000~~, including:

- **\$30,601 (70 percent)** ~~\$24,239,000 (55 percent)~~ for **7** ~~6~~ Safe-Routes-to-School projects
- \$43,756,000 (100 percent) for **10** ~~9~~ projects that provide benefits to disadvantaged communities.

Commission staff recommendations were revised on January 18, 2019 and differ from the recommendations initially released on December 28, 2018. The December recommendations conditionally awarded \$22,572,000 to the project submitted by the City of Compton, Blue Line First/Last Mile Improvements: Compton and Artesia Station Areas **in the Statewide component**. The City of Compton did not meet the programming conditions to designate a replacement project implementor by January 16, 2019. As a result, the City of Compton will forego the award, and

their requested amount of \$22,572,000 will be distributed to the next highest scoring applicants. **The Small Urban & Rural Component recommendations were updated to include the City of Avenal's Safe Routes to School State Route 269 Improvement Project. This update is necessary to address a calculation error identified after release of staff recommendations on January 18, 2019.**

For those projects receiving the same score at the cut-off for funding, Commission staff applied a secondary ranking system to recommend projects. This secondary ranking system was adopted by the Commission in the 2019 Active Transportation Program Guidelines and consists of prioritizing project funding based on the following sequence: 1) infrastructure projects, 2) construction readiness, and 3) which applicant received the highest score on question 2, then question 3, then question 4.

The revised cut-off score for funding in the Statewide Component is 89. Programming capacity at the cut-off score is available to fully fund five of twelve projects that scored 89 and fund \$3,217,000 of the \$4,756,000 requested by the City of Santa Barbara for the U.S. 101 State Street Undercrossing Active Transportation Improvements project. Since the City of Santa Barbara also qualifies for the Small Urban and Rural Component, the remaining \$1,539,000 will be funded from that component to fully fund the project.

Many projects which are not recommended for the Statewide Component remain eligible for the metropolitan planning organization component. The metropolitan planning organizations will bring their programming recommendations forward at the June 26-27, 2019 Commission meeting for Commission adoption.

In the Small Urban & Rural Component, the cut-off score for funding was an 85. Four projects eligible for the Small Urban & Rural Component scored an 85 and were subject to the secondary ranking system described above. Enough programming capacity at the cut-off score was available to fund **\$14,046,000** ~~\$14,583,000~~ of the \$17,959,000 requested by the City of Goleta for the San Jose Multi-Purpose project in the City of Goleta. Commission staff will work with the City of Goleta to determine if the project can be delivered with the funding available.

BACKGROUND:

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). Senate Bill 1, signed by the Governor on April 28, 2017, directs an additional \$100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in Fiscal Year 2017-18.

Commission staff recommendations include active transportation projects that will provide significant benefits throughout the state. Examples include, but are not limited to, the following:

Statewide Component Projects

- Doran Street Grade Separation Active Transportation Access Project, Los Angeles County – \$16,319,000. This Project will construct two bridges for shared use by pedestrians and bicyclists in the cities of Glendale and Los Angeles. The bridges will improve safety and increase non-motorized access between employment, residences, and recreational opportunities. The project area is currently blocked off by a river and a freeway and marred by a railroad corridor with up to 90 train trips per day and a history of bicycle and pedestrian collisions. Train volumes in this corridor are expected to increase with improvements to commuter rail service and the introduction of high speed rail service. The proposed bridges are being designed to remove a major barrier to connectivity and build a safer, less intimidating railroad crossing, creating an environment that encourages more residents, employees, and visitors to choose non-motorized modes of transportation.
- California Street Separated Bikeway Project, Stockton, San Joaquin County - \$4,390,000. This project will be the “spine” of a proposed north/south bicycle travel network that will also support multiple east/west connections. The project will install 1.2 miles of Class IV protected bike lanes and 3.8 miles of Class II bike lanes that connect North and Central Stockton through downtown to South Stockton connecting multiple disadvantaged neighborhoods. The project will also include associated signal modifications, improvements to traffic control devices, street lighting, and ADA improvements. The project is expected to decrease Average Daily Traffic throughout Stockton while also decreasing bicyclist involved motor vehicle collisions and improving mobility for the City's most economically vulnerable residents.
- Central Community Mobility Enhancements, National City, San Diego County - \$1,286,000. The project will include the design and construction of a continuous 1.7 mile, low-stress bicycle boulevard, close a sidewalk gap, and provide pedestrian enhancements in National City between 4th Street and 30th Street. The proposed north/south alignment connects several dense neighborhoods (Central, Las Palmas, and Olivewood) to a major commercial and transit corridor, Plaza Boulevard. The commercial area has the highest employment density in the City and contains several super markets. The local streets are ideal for active transportation due to their low vehicular volumes and speeds and their connection to three east/west bicycle corridors. However, no bicycle infrastructure currently exists along the route and there is a large gap north of the commercial/transit area. Residents from the neighborhood north of Plaza Boulevard currently traverse a steep dirt hill to access public transit, shopping centers, and employment.
- Humboldt Bay Trail South, Humboldt County - \$13,296,000. The project will close the four-mile gap in the Humboldt Bay Trail between Eureka and Arcata by constructing a multi-use trail (Class I bike path) along the Humboldt Bay shoreline parallel to Highway 101. The project will provide the interconnecting link between recently completed trail projects and culminate the decades-long effort to connect the two largest cities in Humboldt County with a continuous, non-motorized transportation facility. Under existing conditions, people must travel in the shoulder along a four-lane expressway. The

lack of bicycle and pedestrian facilities severely limits the number of non-motorized trips along the highway corridor due to safety concerns. This project is Humboldt County's top priority for investing in active transportation and presents the greatest opportunity to enable a major mode shift in transportation within the county. The project will significantly increase the number of non-motorized trips, improve safety, enhance public health, and promote community vitality.

- South Chester Avenue Pedestrian Safety Project, Kern County - \$1,976,000. This project will improve an approximately 0.8-mile length of South Chester Avenue in a primarily unincorporated metropolitan Bakersfield area by bridging sidewalk gaps, completing ADA-accessibility upgrades, creating safer pedestrian paths across the railroad tracks (presently dirt shoulders), and increasing visibility of non-motorized users by installing rapid flashing beacons, signs, and lights at two uncontrolled crossing locations. The project will provide safer routes to school for hundreds of students attending South High, Sequoia Middle and Wayside Elementary schools. Additionally, the improvements will benefit the severely disadvantaged community residents living near the project location.
- Highway 49 Sidewalk Gap Closure, Placer County - \$14,403,000. The project will construct approximately 2.8 miles of sidewalks and ADA curb ramps in the 4.4-mile corridor of State Route 49. The project will close four significant gaps and create four new routes, which will provide direct connections for approximately 11,000 disadvantaged community residents who are otherwise forced to walk along the highway shoulder or dirt paths to six schools, local government services, seven bus routes, a hospital and supporting health clinics, social service agencies, multiple retail centers, two parks, and numerous neighborhoods. In addition to the sidewalk improvements, the Placer County Public Health Division will develop a multi-year Safe Routes to School program targeting the six area schools focusing on safety, education, encouragement, equity, enforcement, and evaluation.

Small Urban & Rural Component Projects

- Fort Ord Regional Trail & Greenway: Highway 218 Segment, Monterey County - \$10,379,000. This project is a 1.5-mile pedestrian and bicycle trail connection for the Southern Loop of the proposed 32-mile Fort Ord Regional Trail & Greenway in Monterey County. The proposed segment provides independent utility, connecting eleven project area destinations. The future connection to the Fort Ord Regional Trail & Greenway network will link residents to regional healthcare, employment and shopping centers, California State University Monterey and Monterey Peninsula College campuses, Fort Ord National Monument, and the Monterey Bay Coastal Trail. This project will construct the most difficult segment of the Fort Ord Regional Trail & Greenway network, separating students, residents, and visitors from the biggest barrier to mobility in the network – Highway 218.

- U.S. 101 State Street Undercrossing Active Transportation Improvements, Santa Barbara County - \$4,756,000. This project addresses a barrier to mobility and safety issues. Consistent with Vision Zero, the project improves the State Street Undercrossing by removing unnecessary vehicle travel lanes to widen sidewalks, upgrade the narrow Class II bike lanes to Class IV lanes with separation from vehicle traffic, and shorten the pedestrian crossing distance at State Street and Gutierrez Street. The project also provides a context-sensitive design that strengthens the visual active transportation connection between Santa Barbara's downtown and waterfront.
- Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing, Chico, Butte County - \$12,356,000. Bikeway 99 is a 7-mile Class I and Class II/III regional bicycle/pedestrian facility paralleling State Route 99 from the City's northern to southern limits. Phase 5 construction will close the final gap in Bikeway 99 with a 2,800-linear foot Class I path, including a bicycle/pedestrian bridge over 20th Street and short connection to Business Lane, between the Class I portion of Bikeway 99 that terminates at the Chico Mall parking lot and the Phase 4 Class I facility along the State Route 99 frontage. The benefits of constructing Phase 5, located within a disadvantaged community, include: increase proportion of trips accomplished by biking and walking by addressing safety and mobility needs of nonmotorized users; implement Chico General Plan "Complete Streets" and sustainability goals/policies, including greenhouse gas reductions; enhance public health with active transportation, and reduce vehicle miles traveled.

The following tables provide a summary of proposed programming recommendations:

Overall Programming Recommendations (Amount in \$1000s)								
Component	Projects	19-20	20-21	21-22	22-23	Total	Fund Estimate Target	Under (Over) Target
Statewide	51	\$22,696 \$22,569	\$70,279 \$78,894	\$86,333 \$77,152	\$58,258 \$58,951	\$237,566	\$218,780	\$18,786
Small Urban & Rural	10 9	\$4,615 \$4,193	\$3,716 \$3,625	\$12,969 \$12,474	\$22,456 \$21,925	\$43,756	\$43,756	--
Total	61 60	\$27,311 \$26,762	\$73,995 \$82,519	\$99,302 \$89,626	\$80,714 \$80,876	\$281,322	\$262,536 \$281,322	\$18,786

Statutory Requirements (Amount in \$1000s)				
Project Type	Projects	Total	Target (25%)	Over Target
Benefit to Disadvantaged Communities (Statewide)	50	\$232,936	\$59,392	\$173,544
Benefit to Disadvantaged Communities (Small Urban & Rural)	109	\$43,756	\$10,939	\$32,817

Schedule

The following schedule lists the major milestones for the development and adoption of the 2019 Active Transportation Program:

Commission adopts 2019 Active Transportation Program Guidelines	May 16, 2018
Call for projects	May 16, 2018
Applications due to Caltrans	July 31, 2018
Commission Approves / Rejects MPO Optional Guidelines	August 15-16, 2018
Commission Staff posts recommendations for Statewide and Small Urban & Rural Components	December 31, 2018
Commission adopts Statewide and Small Urban & Rural Components	January 30-31, 2019
MPO final programming recommendations to CTC	April 30, 2019
Commission adopts MPO selected projects	June 26-27, 2019

Attachments:

- Attachment A: 2019 Active Transportation Program – Statewide Component Revised
- Attachment B: 2019 Active Transportation Program – Small Urban & Rural Component Revised
- Attachment C: Correspondence

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
 January 30-31, 2019
 Revised - Attachment A

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$4,630	\$4,630			2,310	2,320					4,630	Non-Infrastructure				
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	\$209	\$209	209								209	Plan	X	X	98	
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	\$2,257	\$1,976	283	102	1,591				283	102	1,591	Infrastructure - M	X	X	97	
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	\$1,140	\$985	985								985	Non-Infrastructure	X	X	97	
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	\$110	\$110	110								110	Plan	X	X	96	
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	\$22,600	\$13,296		13,296							13,296	Infrastructure - L	X		95	
11-National City-5	San Diego	Central Community Mobility Enhancements	\$1,483	\$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95	
7-LA Department of Transportation-13*	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	\$29,000	\$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95	
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	\$1,498	\$1,322				1,322					1,322	Infrastructure - S	X	X	95	
8-San Bernardino Assoc of Government-1*	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	\$6,983	\$6,132			6,132						6,132	Infrastructure - M	X	X	95	
11-National City-2*	San Diego	Bayshore Bikeway - Segment 5	\$6,391	\$5,421			5,421						5,421	Infrastructure - M	X		94.5	
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	\$1,495	\$1,490	190	1,300					190		1,300	Infrastructure - S	X	X	94	
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	\$147	\$147	147								147	Plan	X		94	
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	\$6,161	\$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5	
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	\$9,864	\$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93	
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	\$2,293	\$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93	
7-LA Department of Transportation-14*	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	\$6,999	\$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93	
10-Stockton-3*	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	\$3,225	\$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93	
5-Santa Barbara-2	Santa Barbara	Downtown De LaVina Street Safe Crosswalks and Buffered Bike Lanes	\$1,494	\$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93	
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	\$1,750	\$1,750		1,750							1,750	Plan	X		93	
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	\$1,939	\$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93	
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	\$6,944	\$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93	
10-Stockton-1*	San Joaquin	California Street Separated Bikeway Project	\$6,390	\$4,390		4,390							4,390	Infrastructure - M	X	X	92.5	
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$2,142	\$1,497		1,497							1,497	Infrastructure - M	X	X	92	
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	\$15,526	\$13,363	127	566		12,670	127	566		12,670		Infrastructure - L	X		91.5	
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	\$2,085	\$1,502			1,502						1,462	40	Infrastructure + NI - M	X		91

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
January 30-31, 2019
Revised - Attachment A

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Francisco Public Works-1 ^{**‡}	San Francisco	Alemaney Interchange Improvements, Phase 2	\$2,727	\$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	\$2,225	\$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	\$703	\$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1 [*]	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	\$1,550	\$1,550	1,550								1,550	Plan	X		91
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	\$22,219	\$16,319		16,319						16,319		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$1,482	\$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	\$9,630	\$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	\$16,403	\$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	\$5,776	\$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	\$942	\$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2 ^{**‡}	San Diego	Townsite Complete Street Improvements	\$4,177	\$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3 [‡]	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	\$3,173	\$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	\$360	\$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1 [‡]	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	\$8,091	\$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	\$5,776	\$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	\$4,199	\$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	\$2,820	\$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5	Kern	Walk Isabella	\$6,086	\$5,140		854		4,286		854		4,286		Infrastructure - M	X	X	90
7-LA Dept. of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	\$5,600	\$4,480	549	183	382	3,366	549	183	382	3366		Infrastructure - M	X	X	90
3-Rancho Cordova-2	Sacramento	Rancho Cordova School Zone Improvement Project	\$1,282	\$1,122		1,122						1,122		Infrastructure - S	X		89
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	\$8,653	\$8,403	1,010	7,393				350	660	7,393		Infrastructure - L	X	X	89

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
January 30-31, 2019
Revised - Attachment A

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Jose-2	Santa Clara	Better BikewaySJ - San Fernando Corridor	\$11,919	\$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	\$1,367	\$1,367	155	1,212			15	140		1,212		Infrastructure - S	X	X	89
5-Transportation Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment (Monterey County)	\$12,397	\$10,379	1,198		9,181				1,198	9,181		Infrastructure - L	X	X	89
5-Santa Barbara-1 [§]	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$3,217				3,217				3,217		Infrastructure - M	X	X	89
			\$290,273	\$237,566	\$22,696	\$70,279	\$86,333	\$58,258									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase				RW: Right-of-Way Phase				
† Recommended funding year(s) programming differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities				SRTS: Safe Routes to School				
‡ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									NI: Non-Infrastructure				S: Small				
									PA&ED: Environmental Phase				M: Medium				
									Plan: Active Transportation Plan				L: Large				
									PS&E: Plans, Specifications & Estimate Phase								

2019 Active Transportation Program - Small Urban and Rural Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
January 30-31, 2019
Revised - Attachment B

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score									
5-Santa Barbara County-1	Santa Barbara	Modoc Road Multimodal Path Gap Closure	\$6,990	\$5,351	388	621		4,342	388	543	78	4,342		Infrastructure - M	X	X	89									
5-Santa Barbara-1 ^Δ	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$1,539	412		596	531	412	551	45	531		Infrastructure - M	X	X	89									
3-Chico-1	Butte	Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	\$15,464	\$12,356	2,252			10,104			2,252	10,104		Infrastructure - L	X		89									
6-Avenal-1	Kings	Avenal Safe Routes to School SR 269 Improvement Project	\$537	\$537	10	91	436		10	86	5	436		Infrastructure - S	X	X	88									
1-Willits-1	Mendocino	City of Willits Rail with Trail Project	\$6,362	\$6,362	350		400	5,612	350	400		5,423	189	Infrastructure + NI - M	X		87									
2-Corning-2	Tehama	Olive View School Connectivity Project	\$1,123	\$1,118	30	150	80	858	30	150	80	858		Infrastructure + NI - S	X	X	86									
5-UC Santa Cruz-1 [*]	Santa Cruz	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education	\$1,499	\$799	799					65		369	365	Infrastructure + NI - S	X		86									
5-Santa Barbara-4	Santa Barbara	Lower Eastside Community Connectivity Active Transportation Plan	\$344	\$344	344								344	Plan	X	X	86									
2-Corning-1	Tehama	West Street School Connectivity Project	\$1,309	\$1,304	30	185	80	1,009	30	185	80	1,009		Infrastructure + NI - S	X	X	86									
5-Goleta-1 ^{*§}	Santa Barbara	San Jose Multi-Purpose Path	\$20,179	\$14,583		2,669	\$11,914			1,800	869	\$11,914	\$11,914	Infrastructure - L	X	X	85									
			\$59,768	\$43,756	\$4,615	\$3,716	\$12,969	\$22,456																		
			\$59,231																							
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase									RW: Right-of-Way Phase								
† Recommended programming funding year(s) differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities									SRTS: Safe Routes to School								
§ This project requested \$17,959,000, however only \$14,046,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.									NI: Non-Infrastructure									S: Small								
Δ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains in the Statewide Component. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									PA&ED: Environmental Phase									M: Medium								
									Plan: Active Transportation Plan									L: Large								
									PS&E: Plans, Specifications & Estimate Phase																	