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ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: San Francisco Public Works

PROJECT TYPE: Infrastructure - Medium



PROJECT APPLICATION NO.: 4-San Francisco Public Works-1

PROJECT NAME: Alemany Interchange Improvements, Phase 2

PROJECT DESCRIPTION: On Alemany Blvd at the intersection of San Bruno Ave to Peralta Ave: construct a multi-use path, new traffic signals, and crosswalks.

PROJECT LOCATION: Alemany Boulevard from San Bruno Avenue intersection to Peralta Avenue

| ATP FUNDED COMPONENTS | | | | | |
|-----------------------|------|------|----------|--------------------|------|
| Infrastructure | | | | Non-Infrastructure | Plan |
| PA&ED | PS&E | R/W | CON | | |
| \$ - | \$ - | \$ - | \$ 1,971 | \$ - | \$ - |
| FY - | FY - | FY - | FY 19/20 | FY - | FY - |

| PROJECT FUNDING INFORMATION (1,000s) | | | | | | |
|--------------------------------------|--------------|------------------|-------------|---------------|----------------------|-----------------|
| Total Project \$ | Total ATP \$ | Total Non-ATP \$ | Past ATP \$ | Leveraging \$ | Non-Participating \$ | Future Local \$ |
| 2,727 | 1,971 | 756 | - | 756 | - | - |

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

San Francisco Public Works

IMPLEMENTING AGENCY'S ADDRESS

1155 Market Street, 4th Floor

CITY

San Francisco

ZIP CODE

CA 94102

IMPLEMENTING AGENCY'S CONTACT PERSON:

Rachel Alonso

CONTACT PERSON'S TITLE:

Transportation Finance Analyst

CONTACT PERSON'S PHONE NUMBER:

415-554-4139

CONTACT PERSON'S EMAIL ADDRESS :

Rachel.Alonso@sfdpw.org

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.



X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

04-5934R

Implementing Agency's State Caltrans MA number

00067S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?

Yes No



Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: **5**

Alemany Interchange Improvements, Phase 2

PROJECT / APPLICATION NUMBER:

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining: **61**

The Alemany Interchange Improvements project addresses safety and accessibility across and along Alemany Boulevard between Putman Street and Bayshore Boulevard (where US 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect). Currently, there is no accessible pedestrian and bike path from the Alemany Farmers Market to the Portola neighborhood, forcing pedestrians and bicyclists to make dangerous crossings along Alemany Boulevard. The project area also suffers from grading and flooding issues.

Phase 2 of the Alemany Interchange Improvements project will address these issues with the following:

1. New shared use path connecting San Bruno Ave to the Alemany Farmers Market for people walking and bicycling
2. New signalized crossing with new curb ramps connecting the shared use path to the Alemany Farmers Market
3. Modified signalized crossing with new curb ramps connecting the shared use path to the south of Alemany Blvd./San Bruno Ave.
4. New extended sidewalk/bulbout on the southwest corner of Alemany Blvd and San Bruno Ave
5. New trees adjacent to the shared path to replace removed trees and add greening to complement future potential greening projects by the City or community groups.
6. New stormwater collection basins to help alleviate stormwater runoff during large storm events for immediate relief as well as a part of a potential future stormwater improvement project to the entire Alemany Blvd corridor.

The improvements will activate the Alemany Interchange, making the area a safe and welcoming space for pedestrian and bicyclist traffic.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: **47**

On Alemany Blvd at the intersection of San Bruno Ave to Peralta Ave: construct a multi-use path, new traffic signals, and crosswalks.

PROJECT LOCATION: (Max of 180 characters)

Characters Remaining: **110**

Alemany Boulevard from San Bruno Avenue intersection to Peralta Avenue

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Alemany - ATP - C - Attachment C Location Map.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. N /long. W

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

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Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes No



Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure - Medium

Indicate any of the following plans that your agency currently has: (Check all that apply)

- Bicycle Plan
 Pedestrian Plan
 Safe Routes to School Plan
 Active Transportation Plan
 None

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50 %
 Pedestrian Transportation % of Project 50 %
 Safe Routes to School *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application.

As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

- Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*



Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? _____

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

| | | |
|------------------------------|----------------------------------|--|
| New Bike Lanes/Routes: | Class 1: <u>280</u> Linear Feet | Class 2: <u>0</u> Linear Feet |
| | Class 3: <u>0</u> Linear Feet | Class 4: <u>0</u> Linear Feet |
| Signalized Intersections: | New Bike Boxes: <u>0</u> Number | Timing Improvements: <u>0</u> Number |
| Un-Signalized Intersections: | New RRFB/Signal: <u>0</u> Number | Crossing-Surface Improvements: <u>0</u> Number |
| Mid-Block Crossing: | New RRFB/Signal: <u>0</u> Number | Crossing-Surface Improvements: <u>0</u> Number |
| Lighting: | Intersection: <u>0</u> Number | Roadway Segments: <u>0</u> Linear Feet |
| Bike Share Program: | New Station: <u>0</u> Number | New Bikes: <u>0</u> Number |
| Bike Racks/Lockers: | New Racks: <u>0</u> Number | New Secured Lockers: <u>0</u> Number |
| Other Bicycle Improvements: | #1: _____ #: <u>0</u> | #2: _____ #: <u>0</u> |

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

| | | |
|------------------------------|--|--|
| Sidewalks: | New (4' to 8' wide): <u>0</u> Linear Feet | New (over 8' wide): <u>280</u> Linear Feet |
| | Widen Existing: <u>0</u> Linear Feet | Reconstruct/Enhance Existing: <u>0</u> Linear Feet |
| | New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet | |
| ADA Ramp Improvements: | New Ramp (none exist): <u>4</u> Number | Reconstruct Ramp to Standard: <u>0</u> Number |
| Signalized Intersections: | New Crosswalk: <u>2</u> Number | Enhance Existing Crosswalk: <u>0</u> Number |
| | Ped-Heads: <u>4</u> Number | Shorten Crossing: <u>0</u> Number |
| | Timing Improvements: <u>2</u> Number | |
| Un-Signalized Intersections: | New Traffic Signal: <u>0</u> Number | New Roundabout: <u>0</u> Number |
| | New RRFB/Signal: <u>0</u> Number | Crossing-Surface Improvements: <u>0</u> Number |
| | Shorten Crossing: <u>0</u> Number | |
| Mid-Block Crossing: | New RRFB/Signal: <u>0</u> Number | Crossing-Surface Improvements: <u>0</u> Number |
| Lighting: | Intersection: <u>0</u> Number | Roadway Segments: <u>0</u> Linear Feet |
| Pedestrian Amenities: | Benches: <u>0</u> Number | Trash Cans: <u>0</u> Number |
| | Shade Trees: <u>12</u> Number | Shade Tree Type: <u>California Buckeye</u> |
| Other Ped Improvements: | #1: _____ #: <u>0</u> | #2: _____ #: <u>0</u> |

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

Non-Infrastructure Components

Plan Type (only intended for Plans)

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**Right of Way (R/W) Impacts** (Check all that apply)

- Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.
(This includes temporary construction easements)
- Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

Is Caltrans the "Implementing Agency"? No

*See the application instructions for more details on the required coordination, documentation and approval from Caltrans.

The applicant must attach the approved and signed Caltrans Checklist for ATP projects impacting Caltrans R/W.

Alemany - ATP - A4 - ROW Impact Checklist.pdf

The following project details must match the information shown in the approved Caltrans Checklist attached above:What % of the project (by area) is within Caltrans R/W? 33 %What % of the project (by total project cost) is within Caltrans R/W? 33 %What is the total cost (all project phases) of all the project elements within Caltrans R/W? 734,870What level of Caltrans project development oversight has been determined to be needed by Caltrans? Encroachment PermitIs the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project? YesWhat is the total additional months needed (all project phases) for Caltrans to complete its required oversight responsibilities? 6Has the project schedule been developed to account for this time? Yes

- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.



Part A5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Expected or Past Start Date for PA&ED activities:

5/31/2018

Time to complete the separate CEQA & NEPA studies/approvals:

2 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

7/30/2018

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Expected or Past Start Date for PS&E activities:

8/30/2018

Time to complete the final Plans, Specification & Estimate:

8 months

Expected or Past Completion Date for the PS&E Phase:

4/27/2019

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Expected or Past Start Date for R/W activities:

3/28/2019

Time to complete the R/W Engineering, Acquisition, and Utilities:

1 months

Expected or Past Completion Date for the R/W Phase:

4/27/2019

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "CON Allocation" Date:

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected Start Date for Construction activities:

3/2/2020

Time to complete the Construction activities:

6 months

Expected or Past Completion Date for the CON Phase:

8/29/2020

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)

Will ATP funds be used in this phase of the project? Yes No

Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities:

months

Expected Completion Date for the CON Phase:

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Proposed Dates for "Before" and "After" Counts *(As required by the CTC and Caltrans guidelines):*

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

| |
|----------|
| 7/1/2019 |
|----------|

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

| |
|----------|
| 7/1/2023 |
|----------|



Part A6: Project Funding

(1,000s)

| Project Phase | Total Project Costs | Total ATP Funding | ATP Allocation Year * | Total Non-ATP Funding ** | Non-Participating Funding | "Prior" ATP Funding | Leveraging Funding | Future Local Identified Funding |
|-----------------|---------------------|-------------------|-----------------------|--------------------------|---------------------------|---------------------|--------------------|---------------------------------|
| PA&ED | 120 | - | | 120 | - | - | 120 | - |
| PS&E | 380 | - | | 380 | - | - | 380 | - |
| R/W | - | - | | - | - | - | - | - |
| CON | 2,227 | 1,971 | 19/20 | 256 | - | - | 256 | - |
| NI-CON/ PLAN | - | - | | - | - | - | - | - |
| TOTAL | 2,727 | 1,971 | | 756 | - | - | 756 | - |

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 0

The project will soon be environmentally cleared under CEQA. Federalizing the project would require environmental clearance also be obtained under NEPA, thus delaying important safety improvements. Local funds have been secured for pre-construction costs. PS&E is scheduled for 8/2018 through 8/2019; By 12/2018, the project will be through 65% design.

If "Yes", applicants requesting SHA must also attach an "Exhibit 22-F"

Alemany - ATP - C - Attachment J 22F State Only Funding Request.pdf

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

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4-San Francisco Public Works-1
Alemany Interchange Improvements, Phase 2

| | | | | | | |
|---|-----------------------|--|---------------|--|-----------------------|-----------------------------|
| Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/> | | | | | Date: 03/03/21 | |
| District | EA | Project ID | | PPNO | MPO ID | Alt Project. ID/prg. |
| 4 | | | | | | ATP |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| SF | Alemany | | | San Francisco Public Works | | |
| | | | | MPO | Element | |
| | | | | MTC | Local Assistance | |
| Project Manager/Contact | | Phone | | E-mail Address | | |
| Rachel Alonso | | (415) 554-4139 | | Rachel.Alonso@sfdpw.org | | |
| Project Title | | | | | | |
| Alemany Interchange Improvements, Phase 2 | | | | | | |
| Location (Project Limits), Description (Scope of Work) | | | | | | |
| Alemany Boulevard from San Bruno Avenue intersection to Peralta Avenue | | | | | | |
| Component | | Implementing Agency | | | | |
| PA&ED | | San Francisco Public Works | | | | |
| PS&E | | San Francisco Public Works | | | | |
| Right of Way | | San Francisco Public Works | | | | |
| Construction | | San Francisco Public Works | | | | |
| Legislative Districts | | | | | | |
| Assembly: | 17 | Senate: | 11 | Congressional: | 12 | |
| Project Benefits (If more space is needed, use the Additional Information field on the next page.) | | | | | | |
| Construction of a multi-use path across Alemany Boulevard, connecting San Bruno Avenue to the Alemany Farmers' Market. The project will build infrastructure that legitimizes an informal path that requires pedestrians make unprotected crossings in a freeway traffic-oriented corridor. The project will improve neighborhood connectivity and address a gap in pedestrian and bicyclist infrastructure, making walking and biking safer and more comfortable | | | | | | |
| Purpose and Need | | | | | | |
| Improve pedestrian and bicyclist safety and accessibility along and across Alemany Boulevard through the project area; improve pedestrian and bicyclist comfort and safety by decreasing crossing distances where possible, and reducing conflict points between pedestrians, bicyclists, and motorists; create new opportunities for pedestrian and bicycle crossing; and maintain acceptable vehicle operations | | | | | | |
| Category | | Outputs/Outcomes | | Unit | Total | |
| Local Streets and Roads | | Bicycle lane-miles | | Feet | 280 | |
| Local Steets and Roads | | Sidewalk miles | | Feet | 280 | |
| Local Steets and Roads | | Intersections modified | | Each | 2 | |
| Local Steets and Roads | | # Signs, lights, greenway, or other safety/beautification | | Each | 12 | |
| ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> | | |
| Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | | | | |
| Project Milestone | | | | Existing | Proposed | |
| Project Study Report Approved | | | | 03/03/21 | | |
| Begin Environmental (PA&ED) Phase | | | | | 05/31/2018 | |
| Circulate Draft Environmental Document (Document Type) | | | | CE | | |
| Draft Project Report | | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | 07/30/2018 | |
| Begin Design (PS&E) Phase | | | | | 08/30/2018 | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | 04/27/2019 | |
| Begin Right of Way Phase | | | | | 03/28/2019 | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | 04/27/2019 | |
| Begin Construction Phase | | | | | 03/02/2020 | |
| End Construction Phase | | | | | 08/29/2020 | |
| Begin Closeout Phase | | | | | 09/01/2020 | |
| End Closeout Phase (Closeout Report) | | | | | 09/29/2023 | |

**Additional Information**

Date: 03/03/21

Alemany Interchange Improvements, Phase 2 will construct the following:

1. New shared use path connecting San Bruno Ave to the Alemany Farmers Market for people walking and bicycling
2. New signalized crossing with new curb ramps connecting the shared use path to the Alemany Farmers Market
3. Modified signalized crossing with new curb ramps connecting the shared use path to the south of Alemany Blvd./San Bruno Ave.
4. New extended sidewalk/bulbout on the southwest corner of Alemany Blvd and San Bruno Ave
5. New trees adjacent to the shared path to replace removed trees and add greening to complement future potential greening projects by the City or community groups.
6. New stormwater collection basins to help alleviate stormwater runoff during large storm events for immediate relief as well as a part of a potential future stormwater improvement project to the entire Alemany Blvd corridor.

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| District | County | Route | EA | Project ID | PPNO | Alt. ID |
|----------|---------------|---------|----|------------|------|---------|
| 4 | San Francisco | Alemany | | | | |

SECTION 1 - All Projects**Project Background** **Characters Remaining: 57**

The Alemany Interchange Improvement Project was first requested by local neighborhood organizations looking to better connect the Portola, Bayview, and Silver Terrace Neighborhoods to the Bernal Heights neighborhood north of the Alemany Boulevard corridor and address pedestrian and bicyclist safety issues in the Alemany Interchange. The Alemany Interchange Improvement Study was authorized by former San Francisco District 9 Supervisor David Campos, funded with Proposition K local transportation sales tax funds, and completed in April 2017. The study recommended two phases of improvements. San Francisco Public Works will implement Phase 2 of the Alemany Interchange Improvement Project.

Programming Change Requested **Characters Remaining: 735**

Not applicable.

Reason for Proposed Changed **Characters Remaining: 735**

Not applicable.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded **Characters Remaining: 560**

Not applicable.

Other Significant Information **Characters Remaining: 1805**

Phase 1 roadway work has been completely funded by local funding, but since the project was implemented by other agencies, San Francisco Public Works is unable to produce the full cost breakdown.

SECTION 2 - For SB1 Projects Only

Alternative Project 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 |
|----------------------|-----------|--------------------------------|------|
| Rachel Alonso | | Transportation Finance Analyst | |

Attachments

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



Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? Yes No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? Yes No
- Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements? Yes No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? Yes No

If “Yes”, the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Alemany - ATP - A7 - Regional Transportation Plan.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

- 3. Is the Implementing Agency Caltrans? Yes No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

Alemany - ATP - B1 - Access and Destination Map.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Other

Other

- Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria?)

Yes No

- If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income. (Max of 100 Words) Words Remaining:

- **Regional definition:** For the statewide and small urban & rural competitive portions of the Active Transportation Program a regional definition of disadvantaged communities must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. Any regional definition, such as "environmental justice communities" or "communities of concern," must document a robust public outreach process that includes the input of community stakeholders, and be stratified based on severity. Justification for a regional definition, including RTP/SCS adopting actions, public outreach documentation, and severity stratification, must be submitted to the California Transportation Commission (CTC) no later than June 1, 2018. CTC staff will make the final determination of the eligibility of regional definitions by June 29, 2018. (Max of 200 Words) Words Remaining:

The project is in proximity to census tracts 23001, 23300, 25702, 25800, all of which are designated as MTC Communities of Concern [1A]. Combined, the four census tracts have a population that is 92.58% minority, 29.54% with limited English proficiency, and 37.20% considered low income (below 200% of the federal poverty level). [1B, 1C].

This project can also be considered disadvantaged in ways that are not incorporated into Census or COC data. According to citywide Homeless Point-in-Time Counts and Surveys, between 2015 and 2017, District 9, where the Portola and Bernal Heights neighborhoods are located, and District 10, home to the Bayview and Silver Terrace neighborhoods, saw a combined 37% increase in the homeless population (from 1,336 to 1,827 individuals). [1D]. Furthermore, there are eight San Francisco Unified School District K-12 schools, with a total enrollment of 4,152 students between the age of 5 and 17 within 1 mile of the project. Within a mile of the project, 64.6% of students are eligible for free meals, and 73.3% of students are eligible for free or reduced-price meals [1E].

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 150 Words) Words Remaining:

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The project is designed to strengthen connections between neighborhoods divided by vehicle-dominated streets, highway ramps, and overpasses. Currently, no pedestrian or bicycle infrastructure directly connects the CoCs in the Portola, Silver Terrace, and Bayview Neighborhoods to public transportation, schools, health centers, and other services in Bernal Heights. The communities are also restricted from accessing the Alemany Farmers' Market, a major destination on the northwest side of the interchange. People use an informal path, jay-walking across Alemany Boulevard, (a designated Vision Zero High-Injury Corridor), rather than the more complicated and winding formal path; this puts pedestrians and bicyclists in direct conflict with high speed, freeway off- and on-ramp traffic. To improve safety and access, the project will formalize the informal path and build a protected multi-use (pedestrian and bicycle) path connecting San Bruno Avenue to the Alemany Farmers' Market, as well as install two high visibility crosswalks and one traffic signal.

2. Explain how the disadvantaged community residents will have physical access to the project.

(Max of 150 Words)

Words Remaining: **3**

Over 400 low income and/or senior housing units are within 1 mile of the project limits [1F]. At least 900 affordable housing units in the Bayview, Silver Terrace, Portola, and Bernal Heights neighborhoods are planned, in construction, or under renovation [1G]. The improvements will give residents of these housing units a safer and more effective alternative to existing bicycle and pedestrian facilities, thereby connecting neighboring communities. With these improvements, residents who live south of the interchange will be able to access fresh produce at the Alemany Farmers' Market. The project will also improve access to public transportation; residents will be able to get to stops located north of the intersection for the 67 and 23 Muni lines, which take people to the 24th Street/Mission and Glen Park Bay Area Rapid Transit (BART) stations, City College of San Francisco, San Francisco State University, and the Zoo [1H, 1I].

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents.

(Max of 150 Words)

Words Remaining: **1**

The project was first proposed in 2015 by the Portola Neighborhood Association (PNA), a community organization that works on improving the quality of life and maintaining affordability in the Portola [1J]. The team has also worked closely with the Portola Family Connections (PFC) and the San Francisco Community Empowerment Center (SFEC), organizations which serve low-income and immigrant families in San Francisco's southern neighborhoods [1K, 1L, 1M]. Outreach was conducted through presentations, community meetings, social media and email status updates, and fact sheets in multiple languages, including Chinese, Spanish, and Tagalog. Cantonese and Spanish translators were also used during language-specific focus group outreach at PFC and the SFEC. Information was presented using multiple visuals, verbal communication, and written materials to address the needs of diverse groups of the project area's population. Community support for increased bicycle safety and connectivity between San Francisco's neighborhoods were incorporated into the project design [1N].

Attach Documentation

Alemany - ATP - B1 - Documentation.pdf

D. Project Location: (0 - 2 points)Is your project located within a disadvantaged community? Partially**E. Severity: (0 - 4 points)**

Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-43 POINTS)

Please provide the following information: (This must be completed to be considered for funding.)

| # of Users | Pedestrian | Bicycle | Date of Counts | Mark here if N/A to project |
|------------|------------|---------|----------------|-----------------------------|
| Current | 920 | 80 | 7/21/2018 | <input type="checkbox"/> |

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

| School | Total Student Enrollment | Approx. # of Students Living Along School Route Proposed | # of Students Currently Walking/Biking to School |
|--------------|--------------------------|--|--|
| | | | |
| Total | 0 | 0 | 0 |

Document the methodologies used to establish the **current** count data. (Max of 250 Words)

Words Remaining: **107**

San Francisco Municipal Transportation Agency (SFMTA) staff observed pedestrians and bicyclists crossing Alemany Boulevard West, mid-block between Putnam Street and Bayshore Boulevard at the existing social path location to and from the Alemany Farmers' Market and recorded crossings over the 15-minute period from 10:30 am to 10:45 am on July 21, 2018, a typical Saturday with clear weather. The period counted represents a typical 15-minute period during the operating hours of the Alemany Farmers' Market (Saturdays year-round, 10 am to 2 pm). The observed 15-minute totals of 57 pedestrians and five bicyclists were multiplied by four for an estimated volume of 230 pedestrians per hour (pph) and 20 bicycles per hour (bph) [2A]. Extrapolating these volumes over the four-hour duration of the farmers' market yields a conservative typical Saturday volume estimate of 920 pedestrians per day (ppd) and 80 bicycles per day (bpd).

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-21 points)**

Discuss:

- Destinations and key connectivity the project will achieve
- How the project will increase walking or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 750 Words)

Words Remaining: **13**

The freeway-focused traffic at the project location, due to the US-101 and I-280 on and off-ramps, coupled with a lack of pedestrian and bike infrastructure, makes the area unfriendly and unsafe for people walking and biking. Limited public transportation access points around the project area means cars are the most efficient form of transportation in the area. However, the census tracts around the project location include over 2,400 people without access to a personal vehicle [2B]. With deficient walking, biking, public transportation, and personal vehicle resources, residents around the Alemany Interchange have limited mobility out of their neighborhoods. By building a comfortable and safe walking and biking space, the project will remove a physical barrier and improve mobility.

The current transportation limitations have detrimental effects on residents in neighborhoods south of Alemany Boulevard, the first of which is access to healthy foods. These neighborhoods are located in an area where as little as 5% of food retailers sell healthy foods [2C]. In the three neighborhoods



south of Alemany, only 4 supermarkets provide services to over 70,000 residents. According to the San Francisco Bay Area Planning and Urban Research Association (SPUR), food insecurity and food access plague the greater Bay Area; in San Francisco, 9% adults are food insecure [2D].

When people are food insecure, they often turn to less nutritious foods, which the Center of Disease Control has linked to increased rates of obesity, diabetes, and other diet-related diseases [2E]. The Bayview and Portola districts have high rates of such diseases, such as diabetes and heart disease, worse than the rest of the city. In regards to diabetes and heart disease hospitalization rates per 10,000 population, the citywide average is 11.2 and 29.3, respectively [2F]. Comparatively, the Portola neighborhood has an estimated 17.1 and 34.7 hospitalizations due to diabetes and heart disease, respectively [2G]. With rates of 28.6 and 68.5, the Bayview neighborhood has higher rates of diet-related disease [2H]. Fresh, non-processed food is difficult to access in these neighborhoods, and the ramifications are evident in the higher rates of heart disease and diabetes as compared to the rest of San Francisco.

The project will enable residents in these southern neighborhoods to access a major healthy food destination: the Alemany Farmers' Market (AFM). California's first farmers' market, AFM has been an important connection between farm-fresh food and urban consumers for over 60 years [2I]. The multi-use path, crosswalks, and pedestrian signals will ensure that people can safely access AFM by bike and foot so that "the people's market" can provide these communities with access to fresh and affordable produce in a bustling community environment.

The project will also address pedestrian and bike safety, helping to achieve the City's Vision Zero policy objective of zero traffic deaths by 2024 [2J]. If residents of the CoCs can only rely on walking and biking to travel to Bernal Heights or the AFM, they currently have the option of a long detour that includes multiple crossings due to missing sidewalks or closed crosswalks. People are using an informal path along a dirt trail through the interchange and crossing multiple uncontrolled lanes of fast-moving traffic. The curving roadway alignment makes the pedestrian and vehicle visibility very poor at the informal crossing. The low visibility is particularly concerning given the posted speed limits of 40 miles per hour on westbound Alemany Boulevard and 45 miles per hour on eastbound Alemany Boulevard, speeds which make it 85% more likely for a pedestrian to experience a fatal injury from a collision with a vehicle [2K].

Alemany Phase 2 will close this non-motorized transportation gap by building a new multi-use path in a currently unused plot of land, installing a signalized crossing on westbound Alemany Boulevard, and installing high visibility pedestrian crosswalks on eastbound Alemany Boulevard. The project aspires to improve walking and biking conditions in SF's southern neighborhoods and thus the mobility, health, and welfare of some of the City's most at-risk populations. This new path will create an access point to the Bernal Heights neighborhood, including the Alemany Farmers' Market. The AFM will become accessible to people walking and biking from the Portola, Silver Terrace, and Bayview neighborhoods. A safe pedestrian and bike path will not only help people who lack access to cars and public transit, but also persuade people to forgo their greenhouse gas-emitting vehicles and to choose walking and biking to travel between Bernal Heights and the neighborhoods of Alemany.

B. Describe how the proposed project will address the active transportation need: (0-22 points)

- Close a gap?
- Creation of new routes?
- Removal of barrier to mobility?
- Other improvements to existing routes?

No. of gaps: 2 Total length of gap(s) (feet): 280

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Type of barrier: Safety



- a. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* And/or describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words) Words Remaining: **6**

The current pedestrian and bicycle infrastructure in the Alemany Interchange acts as a physical barrier between neighborhoods in the project area. The existing pedestrian route requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk at San Bruno Avenue. Instead, pedestrians choose to jaywalk across Alemany along an informal path, which requires crossing 6 uncontrolled lanes of fast-moving traffic in a curved road with poor pedestrian and vehicle visibility. Bicycle connectivity is also lacking due to the downgrading of the bike path along the Alemany corridor. Alemany Boulevard is a designated east/west bicycle route, connecting to the Bayshore Boulevard north-south route, 1 block to the east. However, while there are double-strobed buffered bike lanes, they end abruptly at the Alemany Boulevard/I-280 off-ramp intersection. There is no separation from vehicles in the arterial and bicyclists are either exposed to high-speed traffic or choose to ride on sidewalks.

Considering residents of CoCs depend on walking and biking as a form of transportation around the project area, it is the most at-risk communities in San Francisco who are forced to either make long detours around the Alemany Interchange to reach community destinations, like the AFM and public transportation stops or put their lives at risk by making the dangerous crossings across Alemany's unmarked intersections. Alemany Boulevard physically divides the southern neighborhoods from accessing destinations to the north, such as the AFM, hospitals, public transit, retail stores, restaurants, and recreation centers in the Bernal Heights neighborhood.

Phase 2 of the Alemany Interchange Improvements project will remove the barrier between Alemany Boulevard's north and south sides and open up safe access to the Bernal Heights neighborhood. Members of the CoCs will neither risk their wellbeing and safety nor make long detours to access services to the north. Not only can residents shop at the AFM, but they can also make use of transportation lines with nearby stops to travel to other parts of the city and the San Francisco Bay Area. By opening up a new multi-use pathway, the project will promote healthier and cleaner modes of travel, like walking and biking, and promote use of existing transportation networks, such as the Muni bus system and BART, as well as many public facilities, such as:

- 24th Street/Mission Bay Area Rapid Transit (BART) Station: Regional transportation with links to downtown San Francisco, as well as cities in the East Bay, such as Oakland, Berkeley, and San Jose.
- SFMTA Muni Bus Stops: Stop on Crescent Avenue and Putnam Street for Muni lines 23 and 67. Muni line 23 travels east to west from Hunters Point to the San Francisco Zoo, providing access to the Glen Park BART station, City College of San Francisco, and San Francisco State University along the way [2:]. Muni line 67, traveling north to south, takes commuters directly to the 24th Street/Mission BART station [2M].
- Alemany Farmers' Market: California's first farmers' market that has renewed the "buy fresh, buy local" ethic and has helped spur the spirited farmers' market movement in California [2N].
- CPMC | St. Luke's Campus: 0.97 miles away. St. Luke's is the closest hospital facility from the project area and for the Portola, Silver Terrace, and Bayview neighborhoods.
- Bernal Heights Recreation Center: 0.43 miles away. Sports a newly renovated clubhouse and gym that offers a variety of afterschool and "Tiny Tot" programs [2N].
- St. Mary's Recreation Center: 0.65 miles away. A large, full-service recreation center with programs for toddlers, youth, adults, and seniors. Sports the City's largest playground for children of all abilities [2O].
- Bernal Heights Neighborhood Center: 0.45 miles away. This center provides assistance with developing affordable housing, providing linguistic and cultural services for avulnerable adults, seniors, youths, and their families [2P].
- Employment Agencies: There are a number of City-run and private employments agencies, such as City Build, Career Link, San Francisco Day Labor Program located north of the Bernal Heights neighborhood.
- Retail on Cortland Avenue: Located 3 blocks from the Alemany Farmers' Market, Cortland Ave. is home to many popular restaurants, bars, and coffee shops, as well as destinations like the Bernal Heights Library, St. Kevin's Catholic Church, and the Good Life Grocery.

The multi-use path will cut through a currently empty plot of land, which will be landscaped to facilitate walking and biking conditions, meaning a major part of the bike and pedestrian crossing on Alemany Boulevard will have a physical barrier from motor vehicle traffic.

- b. Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.

Alemany - ATP - B6 - Gap Map.pdf



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

Alemany - ATP - B3 - TIMS ATP Tool.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining:

Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

| # of Crashes | Pedestrian | Bicycle | Total | Average Per Year |
|--------------|------------|-----------|-----------|------------------|
| Fatalities | 3 | 0 | 3 | 0.27 |
| Injuries | 26 | 17 | 43 | 3.91 |
| Total | 29 | 17 | 46 | 4.18 |



4. Referencing project's heat-maps, collision map and collision summaries provided in above, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words)

Words Remaining: **5**

Safety is a significant issue in the interchange area, with more than a dozen collisions having occurred on the streets in and near the interchange in recent years. The Alemany Boulevard, San Bruno Avenue, and Bayshore Boulevard corridors, which converge at the Alemany Interchange, have all been designated by San Francisco's Vision Zero initiative as Pedestrian High Injury Corridors, where a disproportionate share of pedestrian injuries and deaths occur in the city [3A]. High vehicle speeds and a lack of sufficient pedestrian and bicycle infrastructure are contributing factors to the high numbers of injuries in and around the project limits. Addressing these issues is key to achieving the City's Vision Zero policy objective of zero traffic deaths by 2024. Without sufficient pedestrian and bicycle infrastructure, pedestrians and bicyclists are putting their lives at risk, making illegal crossings in a street more focused on high-speed freeway traffic than accommodating pedestrian and bicyclist traffic.

Alemany Boulevard and the Alemany Interchange are priority locations for addressing pedestrian and bicyclist safety. The project is part of a citywide safety initiative effort including the San Francisco Transportation Authority (SFCTA)'s 2014 Vision Zero Ramp Analysis, which examines how to improve safety where the freeway system connects with local streets. In June 2017, the SFMTA published their Muni Forward San Bruno Corridor Study, which focuses on design improvements in the area with goals of improving multi-modal safety and improving the reliability of Muni in the corridor south of Alemany Boulevard. Furthermore, Phase 1 of the Alemany Interchange Improvements project, which is locally funded and will be implemented by the SFMTA in 2018, makes improvements to the bicycle lane gap between Putnam Street and Bayshore Boulevard and reduces Alemany Boulevard's vehicle lanes from three to two in each direction, with the goal of reducing speeds and providing a safe location for bicyclists where there is currently a gap. Furthermore, as testament to Alemany Boulevard being a priority location for the City, Phase 2's planning and design are locally funded.

Based on 2010-2014 SWITRS data, there have been a total of 14 collisions, 5 involving bicyclists and pedestrians, around the major intersections in the project area. Using the TIMS heat and collision maps, between 2006 and 2017, there have been 46 collisions involving either pedestrians or cyclists (17 collisions involving cyclists, 29 collisions involving pedestrians), in the project area. These 46 collisions include 3 fatalities and 4 severe injuries [3B, 3C]. Out of the 29 collisions involving pedestrians, 7 involved pedestrians not crossing in the crosswalk and 9 involved pedestrians in the road or in the shoulder [3D]. Furthermore, 37% of the collisions were due to violations that are pedestrian related: 19.57% were caused by pedestrian violations, and 17.39% were caused by issues with the pedestrian right of way [3E]. Furthermore, 6 of the injured people were aged 60 or over, approximately 13% of all the collisions that occurred in the location between 2006 and 2017 [3F]. TIMS data also show that pedestrian collisions are on the rise within the project area over the last five years; annual collisions are 5 times higher now than they were in 2012 [3G].

The project is designed to address many of the safety issues that have caused vehicle and bicyclist/pedestrian collisions in the project area. The project will create new opportunities for pedestrian and bicycle crossings, extend the pedestrian zone beyond sidewalks at intersections, and support pedestrian and bicycle crossings and path access. Crosswalks on eastbound Alemany Boulevard will help increase visibility of pedestrians in the intersection and a new coordinated traffic signal and crossings on westbound Alemany Boulevard will force high-speed traffic exiting the freeway to stop and accommodate pedestrian and bike traffic at the intersection. The multi-use path will make legally crossing Alemany Boulevard much simpler and give people an alternative to the existing route, which requires multiple intersection crossings. By reducing the number of intersection crossings, the new path will reduce the number of times people are in the path of vehicle traffic. The path will also close the bike path gap on Alemany by connecting to the Phase I bicycle and roadway improvements, thereby connecting the Portola neighborhood to San Francisco's bicycle network.

B. Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
Discuss current speed and volume and anticipated speed and volume.
- Improves sight distance and visibility between motorized and non-motorized users?**
Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation**

**between motorized and non-motorized users?**

Discuss current conflict point description and anticipated issue resolution.

d. Improves compliance with local traffic laws for both motorized and non-motorized users?

Discuss which law(s) and how the project will improve compliance.

e. Addresses inadequate vehicular traffic control devices?

Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.

f. Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?

Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.

g. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?

Identify the behaviors and how the project will address them.

Words Remaining: 297

(Max of 1500 Words)

The current speeds along Alemany Boulevard are neither bicyclist- nor pedestrian-friendly. The proposed multi-use path is located by I-101 and I-280 off- and on-ramps. Current posted speeds are 40 and 45 miles per hour westbound and eastbound respectively; at these speeds, pedestrians are 85% more likely to suffer a fatality in a collision with a motor vehicle [3H]. Alemany Boulevard is one of the heavily travelled corridors in San Francisco; in 2016, Caltrans calculated an annual average daily traffic of 103,000 vehicles along Alemany Boulevard [3I].

By adding signals, Phase 2 of the Alemany Improvement project will slow vehicles down in the project limit and vehicles will be forced to stop on westbound Alemany Boulevard. On eastbound Alemany Boulevard, where rolling right turns onto San Bruno Avenue during red lights are an issue, high visibility crosswalks will help drivers notice pedestrians at the intersection and stop to allow for safe pedestrian crossing. Combined with the lane reductions associated with Phase 1 of the project, vehicle speeds are expected to decrease in the Alemany Interchange.

The SFMTA determines posted speed limits through speed surveys conducted every 7 years or after a major improvement project. The last survey, in May 2016, determined that the posted speed limits were appropriate for the existing conditions of the corridor. Since the project will be considered a major improvement project along the corridor, SFMTA has the option to conduct another speed survey to determine the extent to which safety countermeasures implemented in the project reduced traveling speeds.

Since no pedestrian or bicycle infrastructure currently exists at the project location, many pedestrians are choosing to follow an informal path along a dirt trail through the interchange that requires crossing multiple uncontrolled lanes of fast-moving traffic. The curving roadway alignment on Alemany Boulevard at this location is concerning and dangerous, especially considering the high posted speed limits and highway-focused traffic, because neither pedestrians nor motorists can anticipate oncoming traffic. A lack of visible crosswalks at both the westbound and eastbound sides of Alemany Boulevard and the lack of signals on westbound Alemany Boulevard exacerbate the conditions for pedestrians crossing at the informal trail; without protected intersection crossings, highway-focused traffic is less aware of potential pedestrians and pedestrians are less visible to fast moving traffic.

The project will install crosswalks and a new signal at the intersections and install a formal multi-use path for bike and pedestrian crossing where the current informal path is located. The project will make use of the continental design (aka zebra or ladder crosswalks), the crosswalk design most visible to vehicular traffic, according to the Federal Highway Administration. Furthermore, the continental crosswalk design is also more easily detected by people with low vision or cognitive impairments [3J]. The new signals on westbound Alemany Boulevard will ensure vehicles exiting I-101 and I-280 come to a stop at the curving roadway, where visibility is low to both pedestrians and motorists.

The current formal route used to reach the Alemany Farmers' Market and Bernal Heights neighborhood from the Portola, Bayview, and Silver Terrace neighborhoods requires multiple intersection crossings due to a lack of pedestrian infrastructure along the path, including missing sidewalks. This means people are forced to travel through the six lanes of Alemany Boulevard multiple times, putting themselves in potential conflict with motor vehicles. If people choose to use the informal path, they are worse off because the insufficient crosswalk and signal infrastructure puts them directly in danger of collision with fast oncoming vehicle traffic, in an area with limited visibility. The gap in bicycle infrastructure in the project location forces bicyclists to compete with high-speed traffic in the outer lanes of Alemany Boulevard.

The project will not only construct new visible crosswalks and a new signal along Alemany Boulevard, but will also formalize the current informal pathway. This new multi-use path will reduce the number of intersection crossings for people taking the existing formal route, and will formalize and protect people taking the informal route by making sure vehicles stop on Alemany with the new signal and pedestrians are visible with the new continental crosswalks. Furthermore, the multi-use path will cut through a currently empty plot of land, which will be landscaped to facilitate walking and biking conditions, meaning a major part of the bike and pedestrian crossing on Alemany Boulevard will have a physical barrier from motor vehicle traffic.

California Vehicle Code (CVC) 21955 establishes the State's jaywalking law, deeming that between adjacent intersections controlled by traffic control signal devices, or police officers, pedestrians shall not cross the roadway at any place except in a crosswalk. Currently, the penalty for a jaywalking ticket can cost as much as \$250 in California, which is designed to deter jaywalking [3K]. By installing a signalized crosswalk on westbound Alemany and a clear continental crosswalk on eastbound Alemany, the project will remove the jaywalking element along the informal path by making the path a legal crosswalk. People who take this route will no longer risk their safety, as well as risk a \$250 ticket, to more efficiently reach destinations in Bernal Heights. Furthermore, these crosswalks will clearly establish that pedestrians have a right of way in the project area and motorists will be required to yield (stop behind the line and leave crosswalks free for pedestrians per CVC 21954, 21950, and 21455) [3L].

Phase 2 of the project will install the new traffic control devices needed in the Interchange area to allow for safe pedestrian crossings across

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v1.3



Alemany Boulevard. A traffic signal will be installed on westbound Alemany, where the informal path currently used to cross the boulevard is located, and continental, high visibility crosswalks will be installed at both the westbound and eastbound lanes of Alemany. The traffic lights will slow down traffic by forcing highway off-ramp traffic to stop at the new lights. The crosswalks will ensure pedestrian rights-of-way are visible to oncoming traffic and provide a visual barrier between vehicle traffic and pedestrian traffic.

While sidewalks are present on either side of Alemany Boulevard, north/south crosswalks are limited. One leg of the Alemany Boulevard/Putnam Street crosswalk is closed and there is no north/south crosswalk at San Bruno Avenue. The Putnam Street and Bayshore Boulevard crossings are over a third of a mile apart and the east/west crosswalks, present at each intersection and ramp crossing in the area, are long and traverse uncontrolled right turn slip lanes.

Bicycle network connectivity is also lacking. Alemany Boulevard is a designated east/west bicycle route, connecting to the Bayshore Boulevard north-south route, 1 block to the east. However, while there are double-strobed buffered bike lanes, they end abruptly at the Alemany Boulevard/I-280 off-ramp intersection. There is no separation from vehicles in the arterial and bicyclists are either exposed to high-speed traffic or choose to ride on sidewalks.

Phase 2 of the project will build a straightforward path through what is currently an informal trail, with a new signal and new continental crosswalks to facilitate bike and pedestrian crossings of Alemany Boulevard. The project will also connect to Phase 1 improvements, which will close the gap in bicycle lanes between Putnam Street and Bayshore Boulevard. The new multi-use path will be accessible for bike use, providing a new protected north/south route for bicyclists' use.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project

- A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. If applicable - Describe the feedback received during the stakeholder engagement process.**

(Max of 500 words)

Words Remaining: 1

A community effort from the beginning, the project was first introduced when the Portola Neighborhood Association (PNA) sent a request letter to the San Francisco County Transportation Authority (SFCTA) outlining the problem and requesting a pathway at the Alemany Interchange [4A]. With the help of former District 9 Supervisor David Campos and the PNA, the project team conducted robust outreach and coordination with the local community, stakeholders, and agencies. Supervisor Campos also ensured the project received funding through his share of Prop K Neighborhood Transportation Improvement Program funds, which produced a study on the interchange recommending potential solutions.

Outreach efforts first began in 2015, when the project team met with several stakeholders in the community and participated in PNA meetings to introduce the project to residents. The project team then presented existing conditions, traffic analysis, and initial design concepts to various community groups including PNA, Portola Family Connections, and Alemany Farmers' Market. Translated factsheets in Chinese, Spanish, and Tagalog, as well as Cantonese and Spanish translators during focus group outreach sessions ensured that all voices in the communities were heard and taken into account. In addition to neighborhood groups, presentations were made to local advocacy groups, such as Walk SF, the SF Bicycle Coalition, the Greenhouse Project, and A Living Library [4B].

Development of this project has been a collaborative effort with multiple stakeholder agencies, including Public Works, SFMTA, California Department of Transportation (Caltrans), and SFCTA. The multiple agencies worked together to share analysis findings, discuss project implementation strategies, and define agency responsibilities for all stages of implementation.

The project team made sure to incorporate community feedback into project development, such as support for increasing connectivity to the Portola neighborhood. The multi-use path faced universal support from the communities and was the least controversial recommendation in the study. Outreach established traffic signals as a priority to facilitate pedestrian crossing across Alemany Boulevard. There were also concerns of bicycle safety, especially the safety of bicyclists across intersections and along Alemany Boulevard, and a desire for more visibility, separation from vehicles, and signage. There were some concerns with potential vehicle queuing on Alemany Boulevard due to Phase 1 work. Alemany Market circulation, stormwater runoff and flooding, and landscape improvements were also discussed as improvements to make pedestrian and bicyclist travel in the interchange would be more pleasant [4C].

During Phase 2, Public Works will continue to outreach to the community to provide updates on the project status. The project team intends to meet with PNA and attend one of their meetings to present the project's design and solicit feedback. During construction, Public Works will assign Public Information Officers who will respond to inquiries, release construction update newsletters, and maintain a project webpage to keep the community informed about project developments. A project sign will also be erected around the construction area with contact information if members of the public have any questions. Public Works will also continue to coordinate with SFMTA, SFCTA, and Caltrans to ensure smooth implementation of the project.

- B. How did the applicant analyze the range of alternatives and impacts on the transportation system to influence beneficial outcomes? (Max of 500 words)**

Words Remaining: 169

The design team used feedback from community outreach to determine the best solutions for the project. The following priorities helped analyze the range of alternatives for Phase 2 work: improve accessibility and safety for pedestrians and bicyclists; complete the bicycle network on Alemany Boulevard to fill the gap between Putnam Street and Bayshore Boulevard; address high speed vehicle turning movements, especially at right turn locations; improve pedestrian and bicyclist visibility, especially at intersections; identify low-cost, low-barrier solutions to develop a concept that could be funded and implemented in the very near term; consider a road diet on Alemany Boulevard to redistribute the right of way and dedicate more space to bicyclists and pedestrians; keep flooding constraints in mind, as surface streets in the project area frequently flood during heavy rainfall; maintain acceptable vehicle operations; and present opportunities for landscaping and community-led greening.

Phase 2 improvements were also judged based on feasibility, with the project team considering the limitations with working in the freeway interchange. The project team brought in transportation consultants to analyze any potential traffic impacts that may be associated with the project.

Based on this framework, the project team selected one recommended solution for the interchange, as outlined in the Alemany Interchange Improvement Study. The multi-use path in Phase 2 is a low cost and effective solution to solving the safety and accessibility issues within the interchange. The consultants determined that all intersections operated at standard levels of service or better with the project. The consultants also found that signal timing



could be used as an opportunity to optimize and mitigate vehicle demand at the interchange [4D].

While a recommended solution has been selected for Phase 2 improvements, the project team will still have the opportunity to consider alternative designs for the multi-use path. In March 2018, Public Works received funding to continue design work on Phase 2. Detailed design will allow the project team to fully flesh out design alternatives to handle any sight line and flooding issues.

Attach any applicable Public Participation & Planning documents

Alemany - ATP - B4 - Public Participation.pdf



Part B: Narrative Questions

Question #5

QUESTION #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed,
- The existing and future motorized and non-motorized traffic volume,
- The widths for each facility,
- The amount of physical separation from vehicular traffic,
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
 - What is the current stress level? (low, medium, or high)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words)

Words Remaining: **127**

The project area is home to a high stress pedestrian and bicycle network. Pedestrians and bicyclists are putting themselves in fatal danger by making unprotected crossings across Alemany Boulevard, a high speed and high injury corridor. Alemany's posted speed limits (40 mph and 45 mph) are higher than the average driving speed in the City (between 27 and 33 mph) [5A]. The curvature of the roadway means there is low visibility for motorists, bicyclists, and pedestrians to anticipate oncoming traffic. This is especially dangerous for people taking the informal path and crossing Alemany unprotected. The project team has analyzed the site and selected solutions that go beyond design standards to maximize the comfort and user experience of pedestrians and bicyclists travelling in the interchange.

The primary directive of this project is to provide a safe pedestrian and bicyclist connection between San Bruno Avenue and the Alemany Farmers' Market. With the goal of maximizing the safety and comfort of a vulnerable population, the project team has chosen to legitimize an existing behavior people are already doing, rather than forcing new behavior. Senior and minority users have chosen their path of least resistance, which Phase 2 will now make safer. Rather than forcing the communities to adopt a new path, the project will use people's natural 'desire lines' to map the neighborhood connection [5B]. People will not need to change their behavior or adapt to city-imposed infrastructure; instead, Phase 2 will ensure infrastructure is adapted to people's needs and wants.

The project itself will use industry best practices in its design. High visibility, continental crosswalks will be used, ensuring that the pedestrian right of way is clearly visible to vehicular traffic, which will subsequently slow when approaching crosswalks. Furthermore, the current project design includes Vision Zero safety zones, with either painted or constructed curb bulb outs, which will increase visibility for all transit modes and build a larger buffer for pedestrians and bicyclists away from motorists [5C]. The multi-use path through the median will be completely protected; non-motorized users will be completely separated from traffic in the path. By simplifying the pedestrian and bike route, the project will reduce crossing distances for pedestrians and bicycling, meaning non-motorized users will spent less time in the intersections.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words)

Words Remaining: **88**

San Francisco is a leader in using technology and design to make the City's streets safer, more comfortable, and more accessible for both motorized and non-motorized users. Curb extensions, bulb-outs, continental crosswalks, and timed signals are considered the norm in San Francisco's pedestrian right of way. San Francisco's extensive Bikeway Network includes separated bikeways, bike lanes, and bike paths. The project will make use of San Francisco's high infrastructure standards and install a protected pedestrian and bike path with signalized intersections, using continental crosswalks and bulb-outs to further increase visibility and protect non-motorized users.

The project itself is innovative and new to the neighborhood. San Francisco does not have many multi-use paths in the public right-of-way, outside of public parks, and this project will be the first of its kind in the Portola neighborhood. The Portola also has no protected and buffered bike lanes and lacks a connection to the City's Bikeway Network. The project will close the bicycle infrastructure gap and connect the Portola to the bicycle infrastructure improvements installed under Phase 1. The project is designed to match people's desire lines, an innovative urban planning strategy in use on the University of California, Berkeley campus, which attempts to improve user experience of public right-of-ways [5D].

The project team will also utilize stormwater management best practices to address the flooding issues in the project area. The natural topography in the

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



Alemany Interchange means the project area is located in the natural drainage path of Islais Creek [5E, 5F]. The project area is located in the natural drainage path as part of the Cayuga and Islais Creek. During major storms, the only pathway for run off and combined sewage to flow is through the sewer systems along Alemany Boulevard. Between 2012 and 2015, there were 7 instances of 311 calls regarding flooding in the project area, with reports of up to 1 foot of floodwater inside neighboring properties. In 2014, flooding conditions stranded a passing car on the highway on-ramp [5G]. In the interchange, the area is at risk of up to 3 feet of flooding in a 100-year storm, further increasing the danger of walking and biking in the area [5H]. Phase 2 of the project will upgrade storm water facilities in the area and stormwater management best practices to create a safe, comfortable path for pedestrians, bicyclists, transit riders, and motor vehicles. The flooding issue will also be addressed through the greening and open space creation plans for the project.



Part B: Narrative Questions

Question #6

QUESTION #6

LEVERAGING FUNDS (0-5 POINTS)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$120

Designate the Funding Type: City Funds

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$380

Designate the Funding Type: City Funds

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type:

Construction Phase Project Delivery Costs:

Leveraging Funding: \$256

Designate the Funding Type: City Funds

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0

Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$2,727

Leveraging Funding: \$756

% of Total Project 27.72 %

Total Points received for "leveraging funding": (Auto-calculated)

| | |
|----------|---|
| 1 Point | At least 1% to 5% of total project cost |
| 2 Points | More than 5% to less than 10% of total project cost |
| 3 Points | At least 10% to 15% of total project cost |
| 4 Points | More than 15% to 20% of the project cost |
| 5 Points | More than 20% of the total project cost |

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

(Max of 100 Words)

Words Remaining: **29**

San Francisco Public Works is using local Proposition K sales tax dollars to fund the environment and design phase of Phase 2 of the project. Public Works will also use Proposition K funds to leverage ATP grant funds.

Phase 1 of the project is also fully funded using local dollars, but because the project is implemented by other city agencies, Public Works does not have access to the project's funding plan.



Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN CONSISTENCY (0 - 2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:

- **Improvement location(s)**
- **Improvement elements(s)**



Part B: Narrative Questions

Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0-5 POINTS)

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

<http://calocalcorps.org/active-transportation-program/>

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Alemany - ATP - A8 - California Conservation Corps.pdf

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

Alemany - ATP - A8 - SF Conservation Corps.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, Certified Community Conservation Corps, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: **65**

San Francisco Public Works intends to use the Certified Community Conservation Corps for work in the Alemany Interchange Improvements Project, Phase 2. San Francisco Conservation Corps will assist with landscaping and roadwork on the project.

- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- the CCC the Certified Community Conservation Corps the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

| | |
|---|---------------------|
| Application Signature Page (Required for all applications) | Attachment A |
| Alemany - ATP - C - Attachment A Signature Page.pdf | |
| Engineer's Checklist (Required for Infrastructure & Combo Projects) | Attachment B |
| Alemany - ATP - C - Attachment B Engineer's Checklist.pdf | |
| Project Location Map (Required for all applications) | Attachment C |
| Alemany - ATP - C - Attachment C Location Map.pdf | |
| Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects) | Attachment D |
| Alemany - ATP - C - Attachment D Project Maps and Plans.pdf | |
| Photos of Existing Conditions (Required for all applications) | Attachment E |
| Alemany - ATP - C - Attachment E Photos of Existing Conditions.pdf | |
| Project Estimate (Required for all Infrastructure Projects) | Attachment F |
| Alemany - ATP - C - Attachment F Project Estimate.pdf | |
| Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements) | Attachment G |
| | |
| Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects) | Attachment H |
| | |
| Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.) | Attachment I |
| Alemany - ATP - C - Attachment I Letters of Support.pdf | |
| Exhibit 22-F State Funding | Attachment J |
| Alemany - ATP - C - Attachment J 22F State Only Funding Request.pdf | |
| Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.) | Attachment K |
| Alemany - ATP - C - Attachment K Additional Documents.pdf | |