File No. 151188 Committee Item No. 5
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

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Committee: Budget and Finance **Date** December 9, 2015

Board of Supervisors Meeting **Date** _____

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OTHER (Use back side if additional space is needed)

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Completed by: Victor Young **Date** December 4, 2015
Completed by: Victor Young **Date** _____

FILE NO. 151188 RESOLUTION NO.

[Apply for, Accept, and Expend Grant - Metropolitan Transportation Commission - Active Transportation Program - $3,800,000]

Resolution authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission (MTC); committing any necessary matching funds; stating assurance to complete the projects; and authorizing the Public Works to accept and expend $3,800,000 in Active Transportation Program grant funds awarded through MTC.

WHEREAS, The Active Transportation Program (herein referred to as "program") was created in September 2013 through Senate Bill 99 and Assembly Bill 101 to consolidate existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S); and

WHEREAS, $30,000,000 in state and federal funds (herein referred to as "regional discretionary funding") will be awarded through the Regional Competitive program led by the Metropolitan Transportation Commission (MTC); and

WHEREAS, The program includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding; and

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP-21) authorize various federal funding programs including, but not limited to

the Surface Transportation Program (STP) (23 U.S.C., Section 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C., Section 149) and the Transportation Alternatives Program (TA) (23 U.S.C., Section 213); and

WHEREAS, The Department of Public Works (herein referred to as DPW) submitted an application to MTC on June 1, 2015 for $3,800,000 to fund construction of the Lombard Street Vision Zero Project (herein referred to as "project") under the Regional Competitive program; and

WHEREAS, On October 7, 2015, MTC released the list of projects recommended for regional discretionary funding; and

WHEREAS, The project is recommended to receive $1,854,000 in regional discretionary funding; and

WHEREAS, The project is first on the contingency list to receive the remaining $1,946,000 requested in regional discretionary funding; and

WHEREAS, State statutes, including California Streets and Highways Code, Sections182.6, 182.7, and 2381(a)(1), and California Government Code, Section 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to MAP-21 and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of regional discretionary funding; and

WHEREAS, DPW is an eligible sponsor for regional discretionary funding; and

WHEREAS, As part of the application for regional discretionary funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. The commitment of any required matching funds;
2. That the sponsor understands that the regional discretionary funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional regional discretionary funding;
3. That the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised);
4. The assurance of the sponsor to complete the project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP);
5. That the project will have adequate staffing resources to deliver and complete the project within the schedule submitted with the project application; and
6. That the project will comply with all project-specific requirements as set forth in the program;
7. That DPW has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal

programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by DPW;

8. In the case of an RTIP project, state law requires project be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, That DPW is authorized to submit an application for regional discretionary funding for the project; and

WHEREAS, There is no legal impediment to DPW making applications for the funds; and

WHEREAS, There is no pending or threatened litigation that might in any way adversely affect the proposed project, or that might impair the ability of DPW to implement the project; and

WHEREAS, The Director of DPW or his or her designee is authorized to execute and file an application with MTC for regional discretionary funding for the project as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; and

WHEREAS, The grants do not require an ASO amendment; and

WHEREAS, The grant budgets include indirect costs in the amount of $194,267; now, therefore, be it

RESOLVED, That DPW is authorized to execute and file an application for funding for the project for regional discretionary funding under MAP-21 or continued funding; and, be it

FURTHER RESOLVED, That DPW by adopting this resolution does hereby state that:

1. DPW will commit any required matching funds;
2. DPW understands that the regional discretionary funding for the projects is fixed at the MTC-approved programmed amount, and that any cost increases must be funded by DPW from other funds, and that DPW does not expect any cost increases to be funded with additional regional discretionary funding;
3. DPW understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and DPW has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation projects implemented by DPW;
4. project will be implemented as described in the complete applications and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP;
5. DPW has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule submitted with the project application;
6. That the project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the program;

7. In the case of an RTIP project, state law requires project is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and, be it

FURTHER RESOLVED, That DPW is an eligible sponsor of regional discretionary funding funded projects; and, be it

FURTHER RESOLVED, That DPW is authorized to submit an application for regional discretionary funding for the project; and, be it

FURTHER RESOLVED, That there is no legal impediment to DPW making applications for the funds; and, be it

FURTHER RESOLVED, That there is no pending or threatened litigation that might in any way adversely affect the proposed project, or the ability of DPW to deliver such project; and, be it

FURTHER RESOLVED, That the Director of DPW or his or her designee is authorized to execute and file an application with MTC for regional discretionary funding for the project as referenced in this resolution; and, be it

FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and, be it

FURTHER RESOLVED, That MTC is requested to support the application for the project described in the resolution, and if approved, to include the project in MTC's federal TIP upon submittal by the project sponsor for TIP programming; and, be it

FURTHER RESOLVED, That DPW is authorized to accept and expend $3,800,000 awarded by MTC through the Active Transportation Program (ATP); and, be it

FURTHER RESOLVED, That the Director of DPW or his or her designee is authorized to execute all documents pertaining to the project with Caltrans.

Recommended:

Mohammed Nuru
Director of Public Works

Approved:
for Mayor

Approved:
for Controller

Item 5 File 15-1188	Department: Department of Public Works (DPW)

EXECUTIVE SUMMARY

Legislative Objectives

- The proposed resolution would (1) authorize DPW to apply for Active Transportation Program grant funding from the MTC, (2) commit the City to providing required matching funds, and (3) authorize DPW to accept and expend $3,800,000 in grant funds

Key Points

- The Lombard Street Vision Zero Project (Lombard Street Project) is a collaborative effort between several City departments including the Department of Public Works (DPW) and the San Francisco Municipal Transportation Authority (SFMTA), that will provide improvements along Lombard Street /U.S. 101 between Broderick Street and Franklin Street including street safety improvements for pedestrians, transit upgrades, road resurfacing and sidewalk beautification.
- In May 2015, the Department of Public Works (DPW) applied for a $3,800,000 grant from the Metropolitan Transportation Commission (MTC) to partially fund construction of the Lombard Street Vision Zero Project. MTC required an 11.74 percent in matching funds for all applicants.
- In October 2015, MTC awarded DPW $1,854,000 of the $3,800,000 requested. The remaining $1,946,000 will be awarded by MTC to DPW if surplus funds become available. DPW is currently first on MTC's contingency list to receive surplus funds.

Fiscal Impact

- The total estimated project costs for the Lombard Street Vision Zero Project are $17,464,099. The Lombard Street Project budget of $17,464,099 includes total budgeted ATP grant funds of $3,800,000. Therefore, if MTC does not award additional surplus ATP funds of $1,946,000 to DPW, the Lombard Street Project will have a funding gap of $1,946,000.
- The ATP grant requires minimum matching funds of 11.74 percent of the award amount. Based on the current award of $1,854,000, the City's required match is $217,660. However, if DPW is awarded the additional $1,946,000 in surplus funding, the City's required match would be $446,120. DPW plans to provide the 11.74 percent in required match with funds from Proposition K sales tax funds.

Recommendations

- Amend the proposed resolution to retroactively authorize DPW to file an application for funding to the MTC, as the application has already been submitted.
- Approve the proposed resolution, as amended.

MANDATE STATEMENT

City Administrative Code Section 10.170-1 states that accepting Federal, State, or third-party grant funds in the amount of $100,000 or more, including any City matching funds required by the grant, is subject to Board of Supervisors approval.

BACKGROUND

Lombard Street Vision Zero Project

The Lombard Street Vision Zero Project (Lombard Street Project) is a collaborative effort between several City departments including the Department of Public Works (DPW) and the San Francisco Municipal Transportation Authority (SFMTA), that will provide improvements along Lombard Street /U.S. 101 between Broderick Street and Franklin Street including street safety improvements for pedestrians, transit upgrades, road resurfacing and sidewalk beautification.

The Lombard Street Project is currently in the planning phase. Design is expected to be complete by the end of 2016. Construction is anticipated to begin in January 2017 and end in summer 2018.

Metropolitan Transportation Commission's Active Transportation Program Grant

In March 2015, the Metropolitan Transportation Commission (MTC) announced $30,000,000 in funding available to agencies for Active Transportation Program (ATP) projects in the San Francisco Bay Area region. In May 2015, the Department of Public Works (DPW) applied for a $3,800,000 grant from the MTC to partially fund construction of the Lombard Street Vision Zero Project. MTC required an 11.74 percent in matching funds for all applicants.

In October 2015, MTC awarded DPW $1,854,000 of the $3,800,000 requested. The remaining $1,946,000 will be awarded by MTC to DPW if surplus funds become available. DPW is currently first on MTC's contingency list to receive surplus funds.

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would (1) authorize DPW to apply for Active Transportation Program grant funding from the MTC, (2) commit the City to providing required matching funds, and (3) authorize DPW to accept and expend $3,800,000 in grant funds.

DPW applied for the MTC ATP grant in May 2015; therefore the proposed legislation should be amended to retroactively authorize DPW to apply for the grant.

As mentioned above, the current DPW award is only $1,854,000 with the remaining balance of $1,946,000 to be awarded if surplus funds become available. However, the proposed resolution would authorize DPW to accept and expend the full amount of $3,800,000, in the event that the surplus funds are awarded.

As part of the grant, MTC requires the Board of Supervisors to adopt a resolution stating a variety of specific responsibilities, including commitment of matching funds and assurance of completion of the project. Those responsibilities are set forth in the proposed resolution.

FISCAL IMPACT

The total estimated project costs for the Lombard Street Vision Zero Project are $17,464,099, as shown in Table 1 below.

Table 1: Sources and Uses of Funds for the Lombard Street Vision Zero Project

	MTC Active Transportation Program (ATP)	State Transportation Improvement Program (STIP)	Proposition K	Other Local Funds*	Total
Planning	-	-	-	$235,440	**$235,440**
Environmental	-	-	-	$28,759	**$28,759**
Design	-	-	$613,586	$954,501	**$1,568,087**
Construction	$3,800,000	$1,910,000	$1,011,813	$8,910,000	**$15,631,813**
Estimated Total Costs	**$3,800,000**	**$1,910,000**	**$1,625,399**	**$10,128,700**	**$17,464,099**

*Other Local Funds include:
$6,400,000- SFPUC Sewer
$3,292,000- SFPUC Water
$350,000- DPW General Funds
$86,700 – SFMTA MUNI Forward and Walk First

Required Matching Funds

The ATP grant requires minimum matching funds of 11.74 percent of the award amount. Based on the current award of $1,854,000, the City's required match is $217,660. However, if DPW is awarded the additional $1,946,000 in surplus funding, the City's required match would be $446,120. DPW plans to provide the 11.74 percent in required match with funds from Proposition K sales tax funds.

Additional Funding Sources Available

The Lombard Street Project budget of $17,464,099 includes total budgeted ATP grant funds of $3,800,000 as shown in Table 1 above. Therefore, if MTC does not award additional surplus ATP funds of $1,946,000 to DPW, the Lombard Street Project will have a funding gap of $1,946,000. According to Ms. Rachel Alonso, DPW Transportation Finance Analyst, SFMTA has committed to providing any remaining necessary funding through proceeds from issuance of Proposition A Transportation and Road Improvement Bonds (2014), and/or Proposition B Adjusting Transportation Funding for Population Growth (2014).

Contingency List Funding Decision

Caltrans is currently reviewing the MTC's list of projects to determine if there are any ineligible components of the projects submitted by other San Francisco Bay Area agencies previously awarded ATP funding, which could potentially make funding available for the Lombard Street

Project. The California Transportation Commission is expected to adopt the MTC's final list of projects including any amended award amounts at its January 21, 2016 meeting.

RECOMMENDATIONS

1. Amend the proposed resolution to retroactively authorize DPW to file an application for funding to the MTC, as the application has already been submitted.

2. Approve the proposed resolution, as amended.

SAN FRANCISCO PUBLIC WORKS

Edwin M. Lee
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
tel 415-554-6920

sfpublicworks.org
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twitter.com/mrcleansf

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Mohammed Nuru, Director of SF Public Works

DATE: November 5, 2015

SUBJECT: Apply for, Accept and Expend Federal Grant

GRANT TITLE: Active Transportation Program (ATP)

Attached please find the original and 2 copies of each of the following:

- ☑ Proposed grant resolution; original signed by Public Works
- ☑ Grant information form, including disability checklist
- ☑ Grant budget
- ☑ Grant application
- ☑ Metropolitan Transportation Commission Resolution recommending regional project awards and recommended contingency projects

Special Timeline Requirements:

MTC has requested the resolution be approved December 2015.

Departmental representative to receive a copy of the adopted resolution:

Name: Rachel Alonso (rachel.alonso@sfdpw.org) Phone: 415.558.4034

Interoffice Mail Address: Public Works, 30 Van Ness – 5th floor

Certified copy required ☐ Yes ☑ No

Active Transportation Program (ATP) Grant Program

In September 2013, Assembly Bill 101 and Senate Bill 99 created the Active Transportation Program (ATP). Consolidating various federal and state funding sources, including the Transportation Alternative Program (TAP), Bicycle Transportation Account (BTA), and state Safe Routes to School (SR2S), ATP aims to enhance public health by increasing walking and biking and reducing greenhouse gas emissions.

The second cycle of ATP funds for which San Francisco is eligible totals $210 million and is distributed through two different calls for projects. $180,000,000 will be awarded through a state-wide competitive process led by the California Transportation Commission (CTC). The remaining $30,000,000 will be awarded to agencies in the nine-county San Francisco Bay Area region by the Metropolitan Transportation Commission (MTC).

Applications were scored according to the potential for reducing fatalities and injuries of pedestrians and bicyclists, among other criteria. 25% of program funds must be allocated to projects within disadvantaged communities. CTC did not require a local match, but projects received additional points for leveraging non-ATP funds. MTC required a local match of 11.47%.

San Francisco Public Works submitted applications to both CTC and MTC on June 1, 2015 for $3,800,000 to partially fund construction of the Lombard Street Vision Zero Project with Federal and/or State ATP funds. The project will install curb extensions and other pedestrian safety and transit features on Lombard/US-101 between Broderick Street and Franklin Street.

On October 7, 2015, MTC released the list of projects recommended for regional discretionary funding. With a score of 91.7 out of 100, Lombard ranked seventh on MTC's list. Of the $3,800,000 requested, MTC is proposing to partially fund the project with an award of $1,854,000.The project is first on the contingency list; if any of the other awarded projects fail or are down-scoped prior to CTC's adoption of MTC's priorities, we could receive up to the additional $1,946,000 requested.

The MTC Commission is scheduled to adopt the final Regional ATP list of projects on October 28, 2015. The CTC will provide final approval at its December 10, 2015 meeting.

For questions, please contact Rachel Alonso, SF Public Works Transportation Finance Analyst, at 415.558.4034.

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Ordinance Information Form
(Effective May 2011)

Purpose: Accompanies proposed Board of Supervisors ordinances authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying ordinance:

1. Grant Title: Active Transportation Program Grant

2. Department: Public Works

3. Contact Person: Rachel Alonso Telephone: 415.558.4034

4. Grant Approval Status (check one):

[ ] Approved by funding agency [X] Not yet approved

5. Amount of Grant Funding Approved or Applied for: $3,800,000.00
Grant Codes:

Grant Code	Project
PWSC02 1732FD	Lombard Street Vision Zero Project

6a. Matching Funds Required: 11.47%
b. Source(s) of matching funds (if applicable): Proposition K (local sales tax) and STIP (State Transportation Improvement Program)

7a. Grant Source Agency: California Transportation Commission

b. Grant Pass-Through Agency (if applicable): N/A

8. Proposed Grant Project Summary: To construct curb extensions and other pedestrian safety and transit features on Lombard/US-101 between Broderick Street and Franklin Street.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: 7/1/2016 End-Date: 12/31/2020

10. Number of new positions created and funded: 0

11. Explain the disposition of employees once the grant ends? N/A

12a. Amount budgeted for contractual services: $3,304,348

b. Will contractual services be put out to bid? YES

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? No, because of restrictions on use of these Federal grant funds.

d. Is this likely to be a one-time or ongoing request for contracting out? One-time

13a. Does the budget include indirect costs? [X] Yes [ ] No

b1. If yes, how much? $194,266.62
b2. How was the amount calculated? Using DPW's overhead rate

c. If no, why are indirect costs not included?
[ ] Not allowed by granting agency [ ] To maximize use of grant funds on direct services
[ ] Other (please explain):

c2. If no indirect costs are included, what would have been the indirect costs?

14. Any other significant grant requirements or comments: A resolution of local support for the project applications has been requested by December 2015.

****Disability Access Checklist*****

15. This Grant is intended for activities at (check all that apply):

[X] Existing Site(s)	[ ] Existing Structure(s)	[ ] Existing Program(s) or Service(s)
[ ] Rehabilitated Site(s)	[ ] Rehabilitated Structure(s)	[ ] New Program(s) or Service(s)
[ ] New Site(s)	[ ] New Structure(s)	

16. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Kevin Jensen
(Name)

Disability Access Coordinator
(Title)

Date Reviewed: 5 NOVEMBER 2015

(Signature Required)

Overall Department Head or Designee Approval:

Mohammed Nuru
(Name)

Director, Department of Public Works
(Title)

Date Reviewed: 11/5/15

(Signature Required)

Edwin M. Lee
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
tel 415-554-6920

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May 28, 2015

Kenneth Kao
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Subject: San Francisco Public Works ATP Cycle 2 Regional Applications

Dear Mr. Kao,

Please find attached three grant applications from San Francisco Public Works (SFPW) in response to the Regional Active Transportation Program (ATP) Cycle 2 call for projects. All applications are also being submitted to the State ATP call for projects.

1. Lombard Corridor Safety Project (construction- $4M)
2. John Yehall Chin Safe Routes to School (construction- $2.6M)
3. Upper Haight Pedestrian Project (construction- $2M)

The local funds using for leveraging and to fund non-participating items are available for these projects as detailed in the individual funding plans. We hope you consider awarding ATP funds to these projects, so that we can implement important safety upgrades in three unique San Francisco neighborhoods. Given both the City's consistency with the OBAG Complete Streets Policy and the projects' consistency with Plan Bay Area's objectives, these projects are a wise investment to increase safe, active transportation.

Sincerely,

Mohammed Nuru, Director

Lombard Street Vision Zero

San Francisco Public Works
City/County of San Francisco

Regional Active Transportation Program (ATP)

Table of Contents

2a. State ATP Application

(Unchanged from submission to State)

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 04-San Francisco Public Works-2

Auto populated

Total ATP Funds Requested: $ 3,800 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project 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	CITY		ZIP CODE
30 Van Ness, 5th floor	San Francisco	CA	94102

IMPLEMENTING AGENCY'S CONTACT PERSON:

Rachel Alonso

CONTACT PERSON'S TITLE:

Administrative Analyst

CONTACT PERSON'S PHONE NUMBER:

415.558.4034

CONTACT PERSON'S EMAIL ADDRESS :

rachel.alonso@sfdpw.org

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :

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	000675

* 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 NAME: (To be used in the CTC project list)

Lombard Street Vision Zero Project

Application Number: 2 **out of** 3 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Curb extensions (pedestrian and transit bulbs), parking removal at intersections (daylighting), signal timing improvements, advanced stop bars and high visibility crosswalks are proposed.

PROJECT LOCATION: (Max of 250 Characters)

Lombard Street Corridor Project will be along 1.1 miles of Lombard (a section of California Highway 101) between Van Ness Avenue and Doyle Drive

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☒ Yes ☐ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.799910 /long. 122.435594

Congressional District(s):	12							
State Senate District(s):	11			**State Assembly District(s):**	19			
Caltrans District(s):	04							
County:	San Francisco County							
MPO:	MTC							
RTPA:	Other							
MPO UZA Population:	Within a Large MPO (Pop > 200,000)							

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	80,381	**Bicyclists**	657
One Year Projection:	**Pedestrians**	81,875	**Bicyclists**	726
Five Year Projection:	**Pedestrians**	81,966	**Bicyclists**	730

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle:	**Class I** ☐	**Class II** ☐	**Class III** ☐			**Other**	
Pedestrian:		**Sidewalk** ☒	**Crossing** ☒			**Other**	
Multiuse Trails/Paths:		**Meets "Class I" Design Standards** ☐				**Other**	

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☐ Yes	☐ No	**CalEnvioScreen**	☐ Yes	☐ No		
Student Meals	☒ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No		

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☐ Yes ☒ No

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☒ **OR Non-Infrastructure (NI)** ☐ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

- ☐ **Bicycle Plan**
- ☐ **Pedestrian Plan**
- ☐ **Safe Routes to School Plan**
- ☐ **Active Transportation Plan**

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 ☐

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

☒ **Bicycle Transportation** **% of Project** 1.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 99.0 %

☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 5

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Various

School address: Various

District name: San Francisco Unified School District

District address:

Co.-Dist.-School Code:

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school 0.5 mile

Total student enrollment: 3,635

% of students that currently walk or bike to school% 11.7 %

Approx. # of students living along route proposed for improvement: 512

Percentage of students eligible for free or reduced meal programs ** 71.0 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			N/A
* CEQA Environmental Clearance:			2/29/16
* NEPA Environmental Clearance:			2/29/16
CTC - PS&E Allocation:			N/A
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:			6/15/16
Final/Stamped PS&E package:			4/15/16
*** CTC - Construction Allocation:**			6/30/16
* Construction Complete:			5/31/18
* Submittal of "Final Report"			11/30/18

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	$0	
ATP funds for PS&E:	$0	
ATP funds for Right of Way:	$0	
ATP funds for Construction:	$3,800	
ATP funds for Non-Infrastructure:	$0	*(All NI funding is allocated in a project's Construction Phase)*

Total ATP funds being requested for this application/project: $3,800

Local funds leveraging or matching the ATP funds: $3,685

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP: $212

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $7,697

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 some projects may be granted State only funding (SOF) for all or part of the project.

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

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM -CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 04-San Francisco Public Works-2

Implementing Agency's Name: San Francisco Public Works

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Part B: Narrative Questions
Detailed Instructions for: 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 is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

In November 2014, San Francisco voters approved Proposition A, the issuance of $500 million in General Obligation Bonds to invest in safe, reliable and affordable transportation. The program of bond investments was an outcome of recommendations by the Mayor-appointed Transportation Task Force:

http://www.sf-planning.org/ftp/files/publications_reports/transportation_taskforce/Taskforce_AnnualReport2030V9_1113.pdf

The SFMTA and SF Public Works Cycle 2 ATP applications address urgent funding gaps that remain despite the voter approved Proposition A. There will be no subvention of Proposition A or other funds by the ATP. If awarded to San Francisco, the ATP funds would be used to leverage significant local investments being made to repair the core network, and to improve the efficiency and effectiveness of the transportation system. ATP funded projects would such as this:

- go beyond the core network
- speed up delivery to meet current demand on the system, benefiting communities that could otherwise wait for years until additional revenues become available.

2. Consistency with Regional Plan.

The Lombard Street Vision Zero project is consistent with the RTP, Transportation 2035: Change in Motion (http://www.mtc.ca.gov/planning/2035_plan/index.htm, Attachment I-1), the vision of which is *to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents*. A few key goals supporting the RTP's three principles of economy, environment and equity are particularly relevant for the Project:

- Maintenance and Safety: The Project is first and foremost a safety project supporting San Francisco's Vision Zero Policy. Lombard Street is a high injury corridor for pedestrians and motorists. Proposed treatments will improve safety for these modes as well as offer benefits to bicyclists crossing the corridor. The treatments proposed are relatively low cost and routine to maintain.
- Reliability: a co-benefit of the transit bulbs is that they improve transit reliability. Transit bulbs provide time savings because the buses stay within the travel lane.
- Clean Air & Climate Protection: The project will encourage residents and visitors to choose these alternative modes of transport rather than drive, reducing emissions that contribute to respiratory ailments and global warming. This results in a positive loop such that cleaner air in the area makes it more pleasant and healthy to walk and bicycle.
- Equitable Access: Safety treatments are in the public right-of-way and available for all to use and benefit. Furthermore, transit routes that serve the project area travel through Communities of Concern; 22%-33% of the census tracts traversed by routes traveling through the project corridor are low-income and 42%-57% are minority.
- Livable Communities: the Mayor's Office of Economic and Workforce Development and Planning Department have been partners throughout the public engagement process and have completed a development and economic evaluation of the corridor: (http://investsf.org/neighborhoods/lombard/). Coupled with improvements to the transportation network, much needed attention to the Lombard Street Corridor will result in a more livable community for residents and visitors to enjoy.

Part C: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #1

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. ***(0-30 POINTS)***

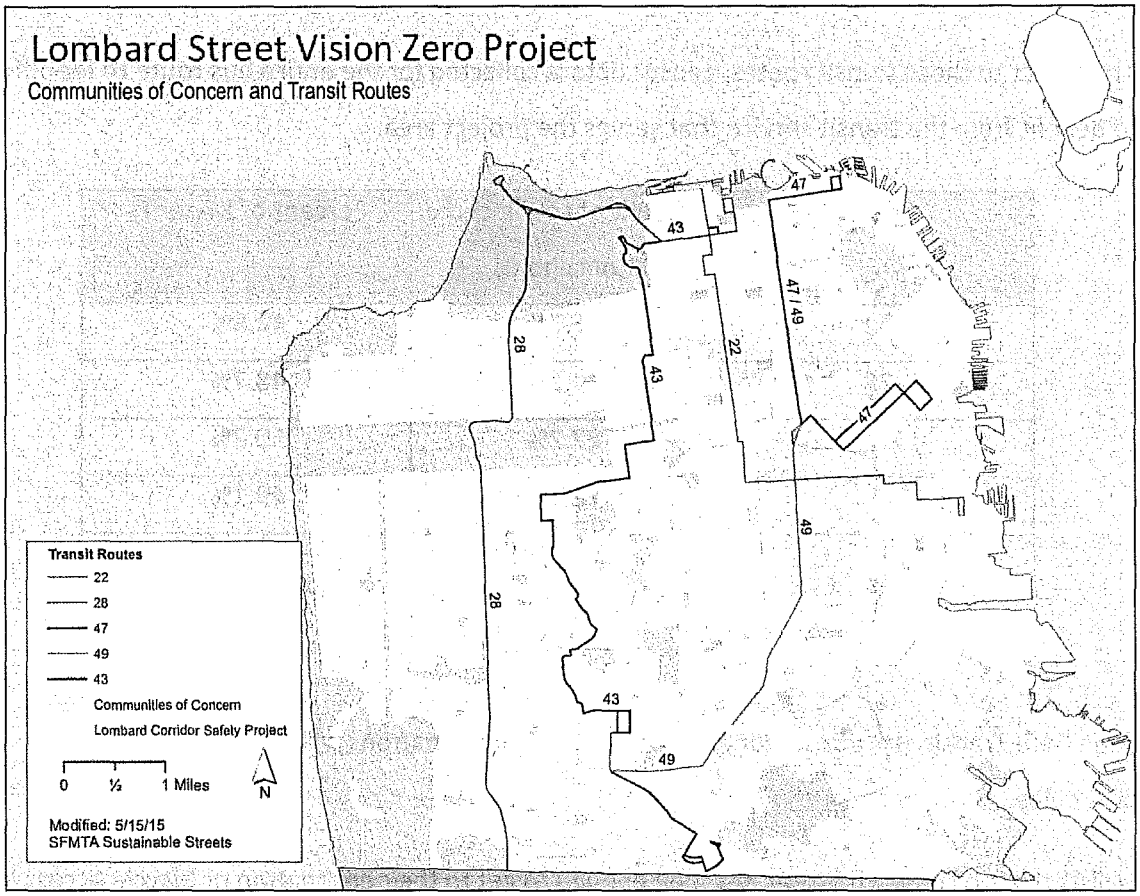
A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Lombard Street is a thoroughfare for vehicles with over 40,000[1] vehicles traveling in each direction daily. More, over 80,000 pedestrians travel along or across Lombard Street[2]. Part of this pedestrian activity is generated by transit use with almost 5,000 people walking to/from transit stops. Muni has three key routes on the corridor (28, 28R, and 43) as well as one key route with an intersecting stop at Lombard Street (Route 22) and two key routes with stops adjacent to Lombard at Van Ness (Routes 47 and 49).

[1] http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/AADT.html

[2] http://transbasesf.org/transbase/ Transportation > Daily Pedestrian Traffic. Ranges are provided, using the lowest estimate produced 80,000 pedestrians per day but using the highest value in the range, pedestrian activity can be as much as 282,346.



Daily Boarding and Loading Activity for Muni:

Route Description	Boarding	Alighting	*Subtotals*
Muni Routes on Lombard (28/28R/43)	1,047	1,126	2,173
Muni Routes Intersecting at Lombard (22)	353	257	610
Muni Routes with stops adjacent to Lombard (47/49)	978	1,078	2,056
Subtotals	2,378	2461	**TOTAL: 4,839**

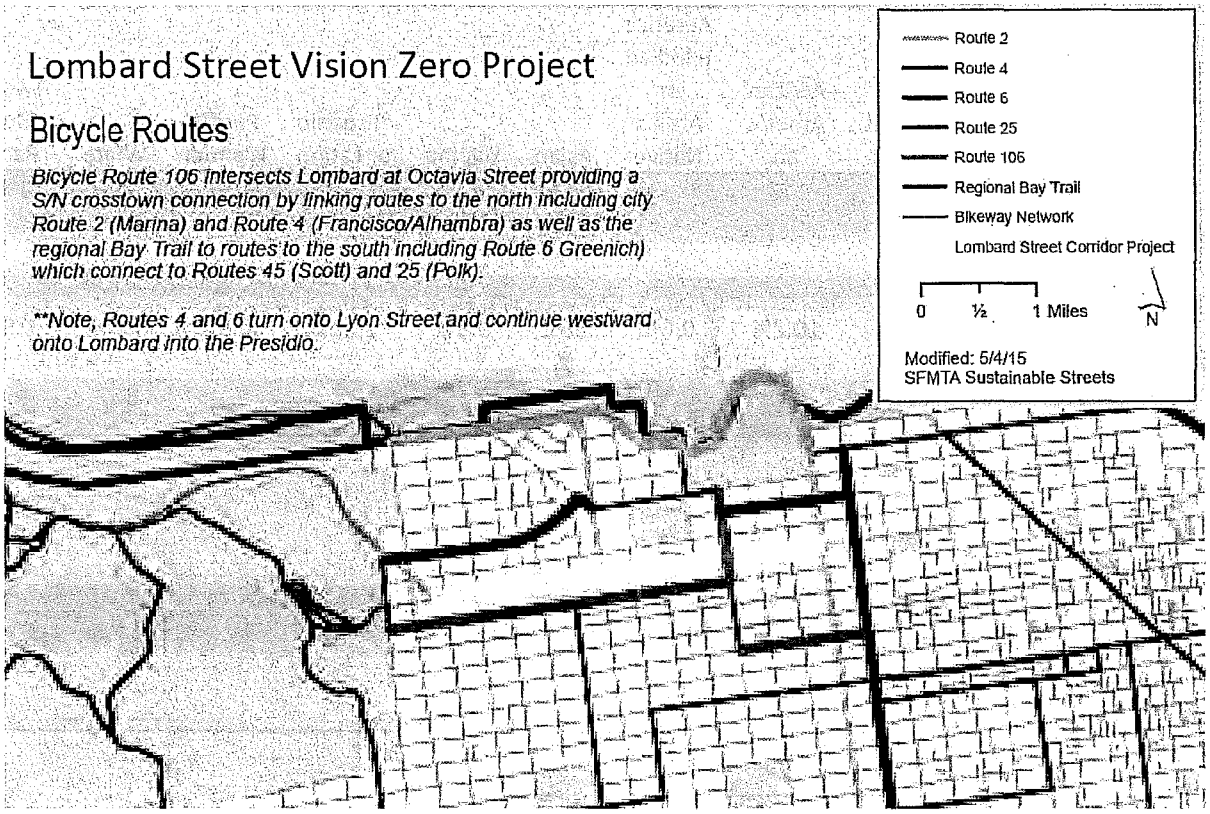
With respect to these transit routes, census data is collected for the entire bus route to identify all who benefit from the transit service that serves the project area:

Route	Percent of Low-Income Households	Percent of Minority
22	26.7%	42.5%
28	24.2%	48.7%
28R	27.2%	50.2%
43	22.5%	49.1%
47	32.9%	49.4%
49	33.1%	57.2%

Golden Gate Transit, private sector and commuter shuttles patrons will also benefit from the transit bulbs.

Bicyclists ride on Lombard Street just long enough to get to their destination or bicycle across the corridor to reach a destination nearby. The city does not currently have a bike count location at Lombard Street. However, just a few blocks north at Marina and Cervantes, the 2014 bike count reported 635 bicyclists during the PM peak (4:30pm-6:30pm)[3].

[3]Annual Bicycle Count Survey 2014. SFMTA. https://www.sfmta.com/sites/default/files/reports/2015/SFMTA%202015%20Annual%20Bicycle%20Count%20Survey.pdf



Youth and seniors account for over 27% of the local population within a ½-mile buffer of project corridor. Though data on seniors is limited, the following statistics for schools within a ½ mile buffer of the project corridor reveals the students who would benefit from the Project.

School Name	Total Enrollment (2013-14)	African American	American Indian or Alaska Native	Asian	Filipino	Hispanic or Latino	Pacific Islander	White	Two or More Races
Galileo HS	1940	5.2%	0.3%	68.3%	2.8%	15.9%	0.9%	3.8%	0.6%
Gateway MS*	-	-	-	-	-	-	-	-	-
Lilienthal*	-	-	-	-	-	-	-	-	-
Marina MS	798	10.2%	0.6%	56.1%	3.8%	16.2%	0.6%	7.8%	0.9%
Sherman ES	403	7.2%	0.7%	35.7%	1.5%	12.4%	1.2%	32%	4.7%
Tule Elk Park Early Education School*	-	-	-	-	-	-	-	-	-
Yick Wo ES	265	3.8%	0.4%	40.0%	0.4%	9.8%	1.9%	30.6%	8.3%

Source: SFUSD
*No data

School Name	Socioeconomically Disadvantaged	English Learners	Students with Disabilities
Galileo HS	75.2%	19.2%	9.7%
Gateway MS*	-	-	-
Lilienthal*	-	-	-
Marina MS	81%	21.1%	14.2%
Sherman ES	46.2%	28.8%	14.9%
Tule Elk Park Early Education School*	-	-	-
Yick Wo ES	47.5%	31.7%	10.6%

Source: SFUSD
*No data

379 students walk and bicycle to school, but there are many more students within a mile who could make these trips if safer and more inviting active modes of transport could be provided.

Estimating the increase in users resulting from the implementation of these safety treatments, such as curb extensions (i.e., pedestrian and transit bulbs), daylighting (parking removal adjacent to intersection), and signal timing improvements is difficult, but all treatments improve bike-and walkability. With respect to walkability, studies have found a strong correlation between

walkability of a neighborhood and physical activity.[4,5] Also, research articulates that travel choice for students is influenced by traffic-related danger; it was found to be the second-most commonly barrier to walking to school in the 2004 CDC report.[6] These safety treatments improve walkability and may increase the demand for walking —whether to school or key destinations in the project corridor area.

As noted in a study by Werner et al, transit use is more likely on walkable blocks; this is also articulated in the Transit Cooperative Research Program Report[7]. With these safety treatments, passengers will choose to walk or bicycle to the transit stop rather than drive or be dropped off. Transit users will also benefit from more efficient and reliable travel. Transit bulbs improve safety but they also have definite and measureable transit efficiency and reliability benefits, both critical decision making factors for transit riders[8]. The eight transit bulbs (four inbound, four outbound) can reduce travel time by upwards of 80 seconds in each direction. Passengers could walk to a transit stop and save almost 3 minutes on their commute roundtrip.

With respect to bicyclists, according to the SFMTA Travel Decisions Survey, 21% of San Franciscans do not ride a bicycle but want to[9]. A report from Portland identified four types of cyclists: (1) strong & fearless, (2) enthused & confident, (3) interested but concerned and (4) will not ride [10]; these 21% of San Franciscans may be classified as 'interested but concerned,' and these safety treatments can alleviate concern that deters them from bicycling. Bicyclists crossing over the corridor will benefit from better visibility provided by the curb extensions, daylighting, and advance stop bars so they may safely and comfortably bicycle to their destinations. Furthermore, the

[4] JM Gallimore, BB Brown, CM Werner. 2011. Walkability route to school in new urban and suburban neighborhoods: An environmental walkability analysis of blocks and routes. Journal of Environment Psychology
[5] CM Werner, BB Brown, J Gallimore. 2010. Light rail use is more likely on walkable blocks: Further support for using micro-level environmental audit measures. Journal of Environment Psychology
[6] http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm
[7] Transit Cooperative Research Program of the Transportation Research Board: Report 19-Guidelines for the Location and Design of Bus Stops, Chapter 4: Curb-side Factors.
[8] San Francisco Transit Effectiveness Project: Market Assessment Report. February 2009
[9] San Francisco Municipal Transportation Agency Travel Decisions Survey. Corey, Canapary & Galanis Research. 2014
[10] Roger Geller. Four Types of Cyclists-The City of Portland

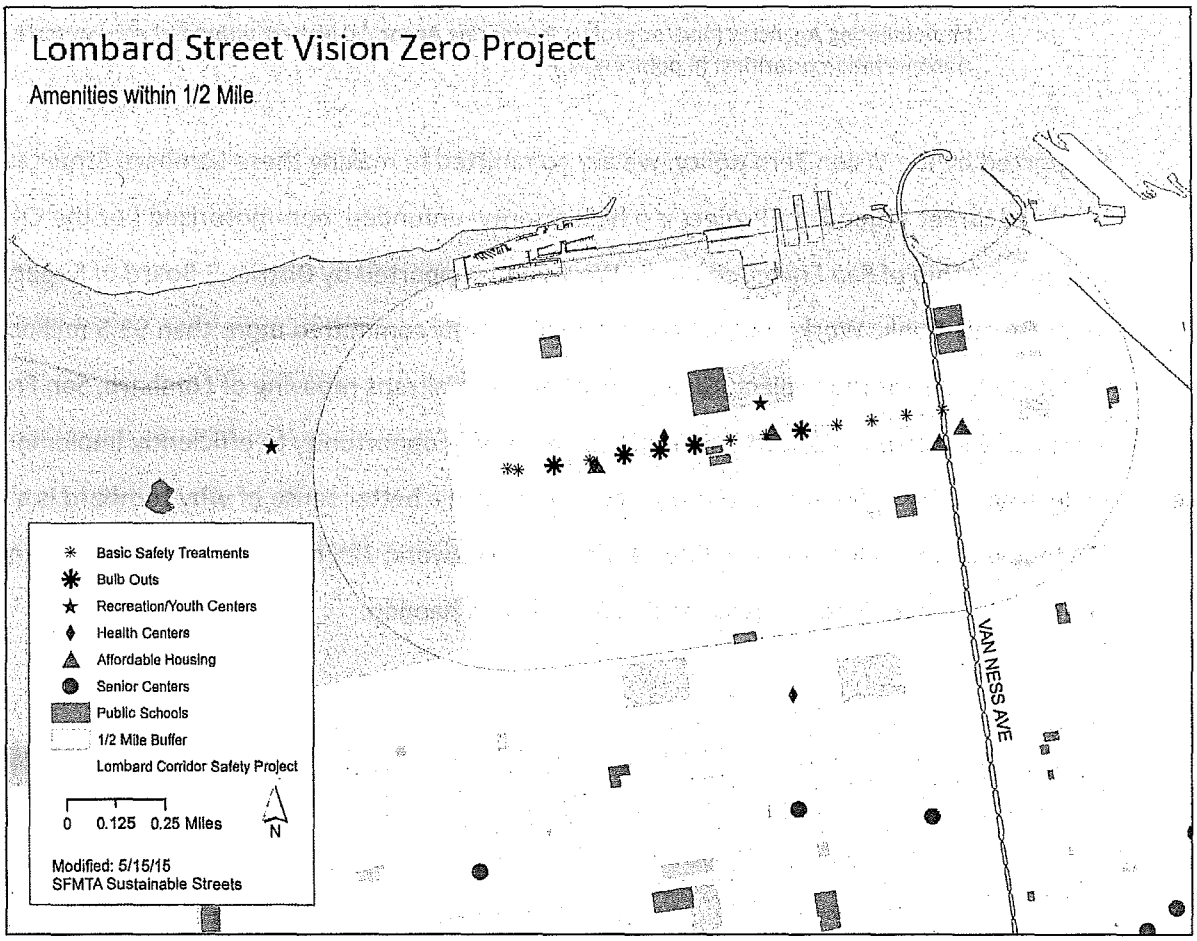
Lombard Street Vision Zero Project team has requested 8-16 additional racks be installed with the curb extensions. This will supplement the 4 currently installed.

To forecast pedestrian and bicycle activity, key inputs including local population, local growth rate, mode share, use of auto for trips under one mile, school commute data, pedestrian and bicycle counts were used to determine that this project could increase existing pedestrian activity of over 80,000 by 2% and bicycle activity of over 600 by 11% (Attachment I-2)

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications)to transportation-related and community identified destinations where an increase in active transportation modes can be realized, 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 via: (12 points max.)

- **a. creation of new routes**
- **b. removal of barrier to mobility**
- **c. closure of gaps**
- **d. other improvements to routes**
- **e. educates or encourages use of existing routes**

Proposed safety treatments encourage use of existing routes by removing a barrier to mobility. Lombard Street, as well as Chestnut Street, one block north of Lombard, are key commercial corridors providing employment, goods and services to residents and tourists. The following map illustrates key destinations as they relate to the proposed treatments; each of the 14 intersections will receive basic safety treatments making every route to and across the corridor safer. Additionally, five intersections will also receive curb extensions that improve safety and provide more space for: walking and congregation, transit shelters that provide cover and seating for everyone, and protective streetscapes.



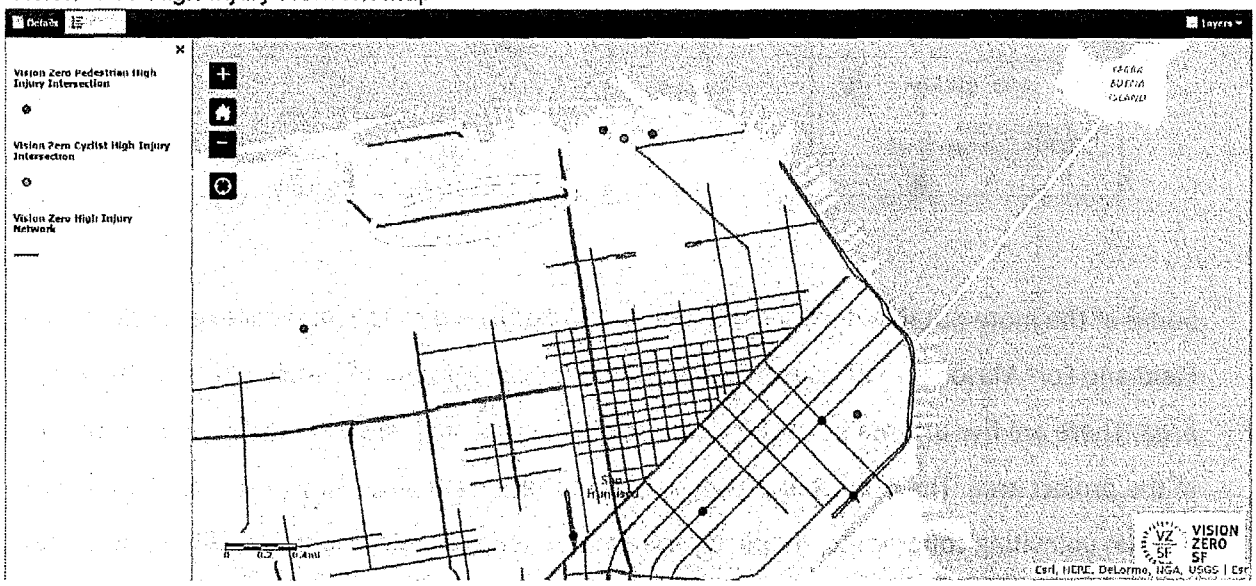
Some of the more notable destinations include the renowned open spaces of the Presidio, Crissy Field and Fort Mason as well as the Palace of Fine Arts, all within the ½ mile buffer of the project area. There are five affordable, inclusionary and public housing developments[11] and seven schools in the project area. The project improves access to these destinations by removing the barriers of unsafe, uninviting conditions. People will be more mobile as pedestrians, bicyclists, and motorists will be able to better see each other and navigate the Project area.

[11] Affordable housing developments, two developments are located on Scott Street near Lombard which is difficult to distinguish on the map: 3190 Scott Street and 3155 Scott Street. The other locations include: 1888 Lombard Street, 1450 Greenwich Street and 2655 Van Ness Avenue.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Supported by the Vision Zero policy, we are committed to making these Lombard Street safe. The Lombard Street Vision Zero Project is a high priority, unfunded, non-motorized f or the City, under the sponsorship of San Francisco Public Works and supported by District 2 Board of Supervisors, Mark Farrell. Public Works and SFMTA have collectively committed more than $3.5 million in local and state funds for the project. Given the scheduled Caltrans repaving of Lombard, San Francisco must act quickly or it will lose an important window of opportunity to efficiently implement pedestrian safety infrastructure upgrades. To provide a better sense of why Lombard is a priority, the following map identifies the City's High-Injury Network: 125 miles, or 12%, of San Francisco's streets where over 70% of severe and fatal collisions happen.

Vision Zero High Injury Network Map



If selected for ATP funding, the project will leverage significant local investments, some secured by partnering directly with the WalkFirst and MuniForward programs as well as over $500,000 committed by the District 2 Supervisor (see Funding Plan). The ATP grant will close a gap in the

construction financing and enable earlier implementation of the safety measures to coincide with Caltrans' scheduled repaving of Lombard.

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #2

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 the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

San Francisco adopted its Vision Zero resolution in February 2014 that commits to eliminating traffic fatalities by 2024. Based on the work under Vision Zero as well as preceding efforts, Lombard Street has been identified as a high injury corridor. Based on the Statewide Integrated Traffic Records System (SWITRS), the San Francisco Public Health mapped the most dangerous corridors in the city and over 70% of all collisions occur on the aforementioned 125 mile High Injury Network. A collision analysis conducted from 2008-2012 reported 150 collisions, 98 of which resulted in injury--13 severe and 2 were fatal (Attachment I-3). Of the severe collisions, over 50% involved a pedestrian and both fatalities were pedestrians. (All collision data is made available to the public to improve accountability and transparency and is located on the City's Vision Zero website, www.VisionZeroSF.org).

Note that Lombard Street experiences a disproportionate number of vehicle-vehicle collisions and vehicle collisions involving transit. Vehicle collisions involving other vehicles and buses jeopardizes the safety of pedestrians or bicyclists and therefore have the potential to deter people from walking or bicycling the corridor. In Fiscal Years 2013 and 2014, Muni transit experienced nine collisions, over 75% of which were sideswipes. Observations have found that motorists try to pass transit vehicles that are pulled to the curb for boarding or alighting passengers. However, because the bus is wider than the parking lane, the bus is partially in the curbside travel lane with too little room for a car to pass. And yet they try, resulting in a sideswipe. Treatments below articulate how safety and comfort are improved.

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The City's Vision Zero policy is being implemented using a data driven/evidenced-based approach. Therefore, for the engineering component of the policy's implementation strategy, engineers develop collision profiles based on the collision data and implement treatments that directly mitigate them. These are key factors contributing to the collisions resulting in injury or death reported from 2008-2012 on Lombard:

- 29% unsafe speed
- 15% pedestrian violation
- 11% improper turning
- 7% pedestrian right of way violation

To reduce and hopefully eliminate these collision factors, the following treatments are proposed:

- Curb extensions (pedestrian and bus bulbs): curb extensions at the intersection into Lombard and in some cases into the cross-streets at five intersections: Divisadero, Pierce, Steiner, Fillmore and Laguna Streets. Pedestrian bulbs and transit bulbs provide extra space at the intersection where crowding would occur because the intersection is where people congregate to cross the street. The bulbs also provide three other benefits:
    1. Reduce crossing distance during which a pedestrian is exposed to vehicles
    2. Increases visibility of pedestrians to motorists and bicyclists and conversely for the pedestrian to see motorists and bicyclists
    3. Reduces speed of vehicle and bicycle around the bulbed corner

Transit bulbs further improve transit safety by eliminating the need for the transit vehicle to pull out of and back into traffic after passengers have boarded/alighted. Because of the existing lane widths of the parking lane and traffic lanes, vehicles should not be passing the transit vehicle even when they do pull to the curb per existing operations. However the transit bulb will simply eliminate the opportunity for motorists to try to squeeze past the bus.

- Daylighting (parking removal immediately adjacent to intersection): in all locations adjacent to the intersections along Lombard Street where a curb extension is not necessary, daylighting is proposed to improve visibility for pedestrians, bicyclists, and motorists.
- Leading Pedestrian Interval at traffic signals at Steiner, Fillmore and Webster Streets: LPIs are proposed to ensure pedestrians have even greater visibility to motorists and to eliminate conflicts that emerges when there are more motorist turning movements as they try to find a space between pedestrians. With pedestrians initiating crossing movement a few seconds before motorists are permitted, they are better able to clear the crosswalk and allow motorists to turn later in the signal phase without going between pedestrians.
- Continental (high visibility) Crosswalks: will be installed at all crossing locations. Ladder designs improve visibility of pedestrians when they are actually in the crosswalk, making them "high visibility."
- Advanced stop bar: will be located 5 feet in front of the crosswalks on Lombard Street. Because Lombard Street is a multilane road such that a vehicle in lane 1 may impede the view of a vehicle approaching the intersection in lane 3, advanced stop bars allow all vehicles a better view of the crosswalk, the pedestrians in them, and discourages motorists encroaching into the crosswalk.

**Collision reduction information provided in question #4b.

Part B: Narrative Questions
Detailed Instructions for: Question #3

QUESTION #3
PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

Partnering with these agencies, outreach provided a broader picture of the potential for the Lombard Corridor including new land use or zoning opportunities to fully realize the potential of this corridor. Lombard Street was identified to receive safety treatments because it is a high-injury corridor; it was further prioritized upon learning that Caltrans was to repave the corridor. As such, we are initiating the Lombard Street Vision Zero project now to ensure that safety treatments are installed prior to paving. Three outreach events have taken place (See Attachment I-4) and this summer, the public hearing and one to two outreach events will be scheduled. City agencies, the Mayor's Office of Economic and Workforce Development, and the District Supervisor's office have engaged neighborhood associations, merchant associations, advocacy groups, students, homeowner associations, the State Assemblymember's office, Golden Gate Transit, and members of the health care community (Attachment I-5). Since these meetings, we have identified additional stakeholders in the area to be contacted for future outreach events (Attachment I-6).

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Three outreach events have taken place and 2-3 more will occur this summer. For previous events, stakeholders were notified via established email lists (i.e. listservs), Supervisorial District newsletters, flyers, personal emails and phone calls. A few, small group meetings were also conducted. Moving forward, a similar approach will be employed for the larger list of stakeholders identified and a project webpage is also being developed to notify the public of the project proposals, upcoming events and project updates. Furthermore, stakeholder group leaders will be

asked to promote project in their outreach. Notices will be posted for transit passengers for the routes traveling along and across the corridor so they are aware of the project proposals and can participate in the outreach events and/or be aware of any service changes during construction.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

A survey was conducted at the February 26th 2015 meeting and strongly indicated a desire for more streetscaping, placemaking or elements that identify the area and make it more inviting and pedestrian friendly environment (Attachment I-7). The project had already anticipated curb extensions to improve safety and comfort to encourage more walking. Curb extensions for pedestrian and transit bulbs will require removing parking, approximately 50 spaces in total, and the survey results support this action. The survey also indicates the desire to improve the pedestrian experience through streetscaping and other facilities that will now be possible in new space created by curb extensions. For future engagement events, the public will be asked to weigh in on the streetscaping / pedestrian facilities they would like to locate on the curb extensions being proposed. Additionally, the survey indicated the desire for transit shelters. While two transit shelters currently exist, this project will ensure shelters are located at all eight transit stops to provide cover and seating for those walking to their transit stop or those just walking down Lombard Street and needing to rest.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The project webpage will launch early this summer to provide stakeholders information on the project proposals, events, project status as well as project contact information.

Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4
IMPROVED PUBLIC HEALTH *(0-10 points)*

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

  A. **Describe the health status of the targeted users of the project/program/plan. (3 points max)**

People walking, bicycling or even driving along Lombard Corridor are targeted for project benefits.

Collision Status: Over 4,100 pedestrians were injured or killed in collisions in San Francisco between 2007 and 2011; 150 of those collisions were on Lombard, 98 of which resulted in injury (2 fatal, 13 severe). Collisions are preventable and proven safety measures articulated below can help reduce these collisions.

Personal Health Status: According to the CDC, 41.8% of San Franciscan adults are overweight or obese, almost 30% less than the national average. However, 1/3 of San Franciscan children are overweight or obese which is similar to the national average. An overweight or obese child has a 63% chance of being overweight or obese as an adult[12]. Furthermore, 23.2 % of youth in San Francisco and 11.7% for those 18+ are diagnosed with asthma[13]. With 7 schools in the project corridor, this is an opportunity to encourage active transport and create a more healthy lifestyle and environment to curb these statistics.

[12] High Rate of Obese and Overweight Kids Poses Problems for SF. The Examiner. December 13, 2013
[13] California Breathing: Initiatives and Information for Asthma Advocates in California. http://www.californiabreathing.org/asthma-data/county-asthma-profiles/san-francisco-county-asthma-profile

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The rate of traffic collisions in San Francisco is public a health crisis. People are dying on our streets and the treatments proposed in the Lombard Street Vision Zero Project will enhance public health on two fronts:

1. Reduce collisions
    a. Curb extensions decrease speeds by 7% to 14%; reduce the overall severity rate, and significantly increase yielding and increase yielding distance.[14]
    b. Daylighting has a crash reduction factor of 22 indicating collisions were reduced by 22% when installed.[15]
    c. Leading Pedestrian Interval has a crash reduction factor ranging from 28.9-44.6.[16]
    d. Continental Crosswalks have a crash reduction factor of 37.[17]
    e. Advanced stop bar results in overall reduction of conflict although no reduction of collision has been quantified at this time.[18]
2. Encourage active transport

    By increasing physical activity such as walking to school or the transit stop or bicycling to the store, there are measureable physical, mental and emotional health benefits[19]:

    - Longevity
    - Prevent heart disease
    - Protect against certain cancers

[14] Pedestrian and Bicycle Information Center Literature Review, http://www.pedbikeinfo.org/data/library/details.cfm?id=4414
[15] FHWA DATA Clearinghouse: http://www.cmfclearinghouse.org/detail.cfm?facid=4574
[16] FHWA Data Clearinghouse: http://www.cmfclearinghouse.org/detail.cfm?facid=1999; http://www.cmfclearinghouse.org/detail.cfm?facid=1994
[17] FHWA Data Clearinghouse: http://www.cmfclearinghouse.org/detail.cfm?facid=2697
[18] 67% reduction in conflict with signs, 90% reduction in conflict with sign AND yield line. SFMTA, cites walkinginfo.org; split out from "Advance stop or yield lines/red visibility curbs"; FHWA evaluates together with warning signs, SFMTA does not. Research indicates reduction in overall conflict, but does not specify reduction in collisions. The Lombard corridor is controlled with signals so the advanced yield bars, some of which already exist, supplement the intersection control device (i.e. traffic signal)
[19] The Benefits of Physical Activity. Harvard School of Public Health: http://www.hsph.harvard.edu/nutritionsource/staying-active-full-story/

- Prevent Type 2 diabetes
- Prevent bone loss
- Reduce risk of falling and improves cognitive function
- Relieves symptoms of depression and anxiety
- Prevents weight gain
- Improves heart and lung fitness
- Improves sleep

Part B: Narrative Questions
Detailed Instructions for: Question #5

QUESTION #5
BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points)*

A. **Identification of disadvantaged communities: (0 points – SCREENING ONLY)**
To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

A. **Option 1:** Median household income, by census tract for the community(ies) benefited by the project: $_____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project:

With the exception of 4 of the 18 census tracks within the project area, all are in the top 25% of overall scores from CalEnviroScreen 2.0

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

CalEnviroScreen Scores for Census Tracts within ½ Mile of Lombard Street Vision Zero Project

Census Tract	CalEnviroScreen 2.0 Score	Population
6075010100	46-50%	3,739
6075010200	11-15%	4,143
6075010300	31-35%	3,852
6075010800	46-50%	4,578
6075010900	16-20%	4,320
6075011000	26-30%	4,827
6075012601	1-5%	2,329
6075012602	6-10%	2,909
6075012700	1-5%	3,492
6075012800	1-5%	4,106
6075012901	1-5%	2,557
6075012902	6-10%	3,376
6075013000	6-10%	4,044
6075013101	1-5%	3,811
6075013102	6-10%	6,625
6075013200	6-10%	4,162
6075013300	16-20%	4,232
6075060100	1-5%	3,235

Source: CalEnviroScreen 2.0: http://oehha.ca.gov/ej/ces2.html

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:

Seventy-one percent of children attending schools within ½ mile of the project area are eligible for the Free or Reduced Meal Program.

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Students Eligible for Free or Reduced Meal Programs (FRMP) at Schools Located within 1/2 Mile of Lombard Street Vision Zero Project

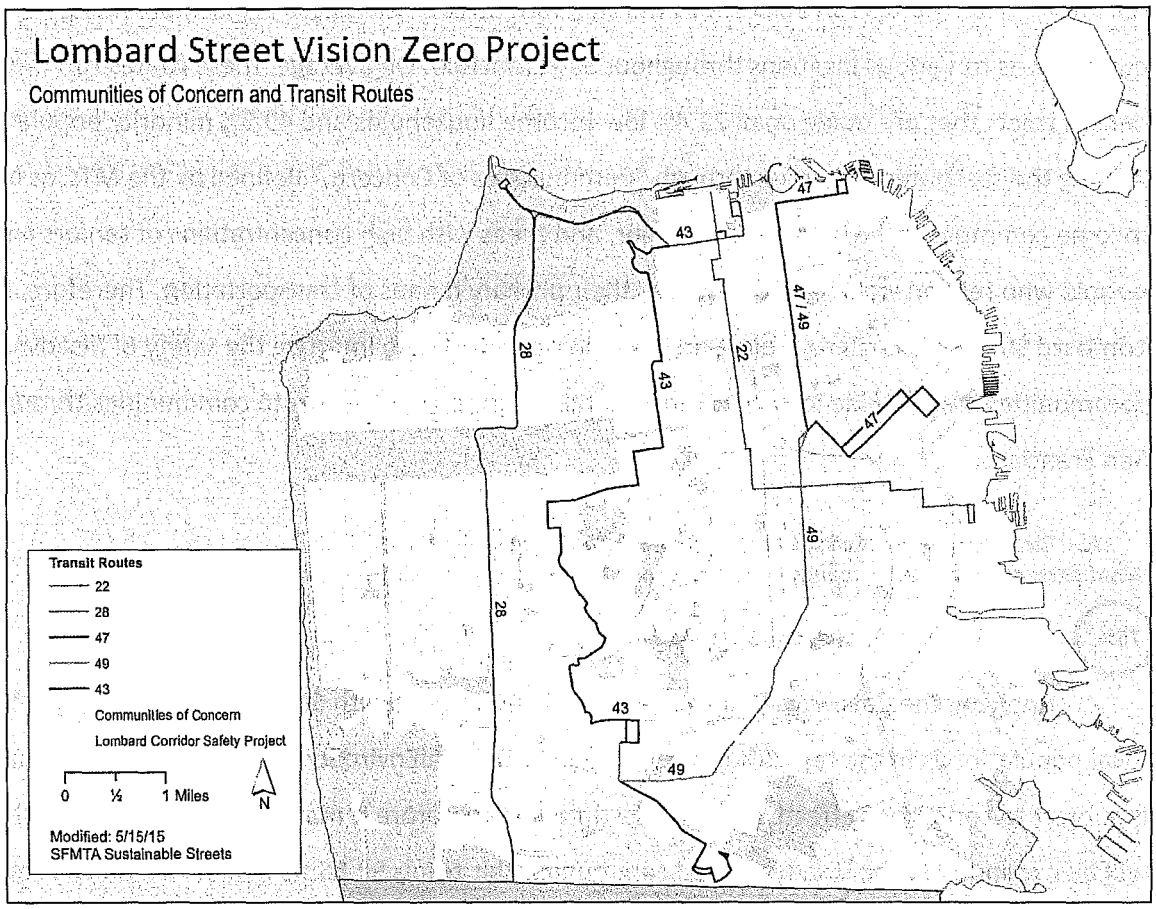
School	Total Enrollment	Students Eligible for FRMP	
	N	*N*	*%*
Galileo High School	1,909	1,529	80.1%
Gateway Middle School	305	108	35.4%
Marina Middle School	760	635	83.6%
Sherman Elementary School	397	179	45.1%
Yick Wo Elementary School	264	130	49.2%
TOTAL	**3,635**	**2,581**	**71.0%**

Source: 2014-15 California Longitudinal Pupil Achievement Data System (CALPADS) Fall 1

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

The following map illustrates the Communities of Concern as identified by the Metropolitan Transportation Commission as well as the public transit routes in the project area; the table under the map reveals the populations to benefit from the proposed treatments of the Lombard Street Project.



Low-Income Households and Minority Populations in Census Tracts along Transit Routes That Run Adjacent to the Lombard Street Vision Zero Project

Transit Route	Percent Low-Income Households	Percent Minority
22	26.7%	42.5%
28	24.2%	48.7%
28L	24.7%	50.2%
43	22.5%	49.1%
47	32.9%	49.4%
49	33.1%	57.2%
Average	**27.4%**	**49.5%**

Source: SFMTA Title VI Equity Analyses

Six Muni transit routes run adjacent to the Lombard Street Vision Zero Project, providing connections to various locations throughout San Francisco. On average, these routes run through census tracts that are made up of 27.4% low-income households and 49.5% minority populations. Among the six routes, four pass through "Communities of Concern," defined by the MTC as low-income communities, communities of color, and areas with high concentrations of seniors and people who rely on walking and transit as their primary means of transportation. Therefore, the Lombard Street Vision Zero Project provides an opportunity to improve the safety of disadvantaged communities and provide improved and equitable transit connections to communities throughout San Francisco.

A. For proposals located within disadvantage community: (5 points max)
What percent of the funds requested will be expended in the disadvantaged community?

75% **Explain how this percent was calculated.**

Applying the California Communities Environmental Health Screening Tool, 75.8% of the local population is in the top 25% of overall scores from CalEnviroScreen 2.0. This local population is subject to conditions effectively all of the time and therefore it may be argued that 75% of funds will be expended in the disadvantaged community; this totals $2.85 million of ATP funds requested or $5.7 million of total project funds.

B. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)
Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

Social equity is at the core of Vision Zero. With the Lombard Street Vision Project lying along the Vision Zero High Injury Network, this priority project improves safety near schools, around housing for seniors, people with disabilities and people requiring affordable housing. Additionally, patrons of the routes that travel through the project area will be notified of the project to be aware of any service changes during construction as well as new and beneficial infrastructure coming to the Lombard Corridor.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6
COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

One alternative was considered during the planning phase: Existing Proposal *plus* transit-only lanes in the inbound and outbound direction. There is great potential to encourage more transit use per improvements to transit reliability and efficiency which in turn would mean more people walking or bicycling to their transit stop. However, the project team had concerns of immediate impacts in combination with the work on Doyle Drive to the west and Van Ness BRT to the east. It is the City's responsibility to ensure that when proposing major reductions in one network, in this case, the vehicle network, that the other networks—transit, pedestrian and bicycle networks—are comprehensive so people can shift to those networks easily and safely. If people cannot shift easily and safely to transit then they will not walk or bicycle to the transit stop; as such the project team and senior staff did not feel comfortable pursuing this option at this time but have ensured that the proposals do not preclude it in the future.

The project team and senior staff agreed that the suite of treatments proposed would be most appropriate at this time, improving safety and comfort for those currently walking and bicycling in the area as well as encourage more active transport by converting trips less than 1 mile currently taken by vehicle. The resulting project proposal provides the greatest benefit to cost ratio because of confidence in serving those already coming to the project area.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$(\frac{Benefit}{TotalProjectCost}$ and $\frac{Benefit}{FundsRequested})$.

20 Year Invest Summary Analysis	
Total Costs	$7,697,000.00
Net Present Cost	$7,400,961.54
Total Benefits	$40,082,264.21
Net Present Benefit	$26,545,662.50
Benefit-Cost Ratio	3.59

	20 Year Itemized Savings
Mobility	$1,832,932.83
Health	$659,640.84
Recreational	$708,374.63
Gas & Emissions	$59,251.31
Safety	$36,822,064.60

Funds Requested	$3,799,528.00
Net Present Cost of Funds Requested	$3,653,392.31
Benefit Cost Ratio	7.27

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS*(0-5 points)*

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

The requested $3,799,528 in ATP Cycle 2 funds will be leveraged by $3,685,493 in other local (sales tax, general fund, various SFMTA sources) and state (STIP) funds. This results in a leverage rate of 49%. There is an additional budget of $212,078 for construction and construction management of non-eligible streetscape/landscape items.

Funding Plan:

		Project Budget			
		Eligible Items		Non-Participating	*Total*
		ATP funded	Other	Other	
Phase	Planning	$0	$150,000	$0	*$150,000*
	Design	$0	$815,286	$0	*$815,286*
	Const	$3,303,938	$2,371,006	$184,415	*$5,816,359*
	CM/CE	$495,591	$349,201	$27,662	*$872,454*
Total		*$3,799,528*	*$3,685,493*	*$212,077*	***$7,697,099***

% CM/CE: 15.00% [872,454 / 5,816,359]

Leverage %: 49.02% [3,799,528 / (3,799,528 + 3,685,493)]

Other funds include:

Source	Phase of work	Amount
Local- General Fund	Planning	$90,000
	Design	$60,000
Local- Prop K (sales tax)	Design	$738,586
	Construction	$921,922
	CE/CM	$90,362
Local- MTA Operating	Planning	$60,000
Local- MTA Walk First	Design	$16,700
	Construction	$10,000
State- STIP	Construction	$1,623,500
	CE/CM	$286,500
	Total	**$3,897,570**

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 or-5 points)*

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- ☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- ✓ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps 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

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- ☐ Neither corps can participate in the project (0 points)
- ✓ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

The CCC is planning on participating in the streetscape scope and outreach participation.

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions
Detailed Instructions for: Question #9

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. ***Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

San Francisco Public Works has a lengthy history delivering federally-funded projects without failures. We expect this proven track record will continue due to having a dedicated team of project managers with experience coordinating between civil and hydraulic engineers, landscape architects, construction managers, and finance staff. We are delivering and have delivered projects of varying complexity with a variety of federal aid sources, including ATP Cycle 1, HSIP Cycle 6, OneBayArea, Emergency Repair, Highway Bridge Program, and others.

B. ***Caltrans response only*:**
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

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 — **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) — **Attachment B**
Required for all applications

Engineer's Checklist — **Attachment C**
Required for Infrastructure Projects

Project Location Map — **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions — **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions — **Attachment F**
Required for all applications

Project Estimate — **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) — **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information — **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support — **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments — **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Attachment A

Application Signature Page

Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:		Date:	5/26/15
Name:	Mohammed Nuru	Phone:	415.554.6919
Title:	Director, SF Public Works	e-mail:	Mohammed.Nuru@sfdpw.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:		Date:	
Name:		Phone:	
Title:		e-mail:	

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:		Date:	
Name:		Phone:	
Title:		e-mail:	

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature:		Date:	
Name:		Phone:	
Title:		e-mail:	

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? NO If yes, no signature is required. If no, the following signature is required.

Signature: [signature] Date: 5/27/2015
Name: ROLAND AU-YEUNG Phone: 510-286-4560
Title: CHIEF, OFFICE OF TRAFFIC e-mail: roland_au-yeung@dot.ca.gov

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

SFMTA – LOMBARD STREET

Attachment B

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:

Project Title:	Lombard Corridor Pedestrian Project				
District	County	Route	EA	Project ID	PPNO
4	SF				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)		90	60					150
PS&E			816					816
R/W								
CON			43	6,688				6,731
TOTAL		90	919	6,688				7,697

Notes:

ATP Funds: Infrastructure Cycle 2 — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				3,800				3,800
TOTAL				3,800				3,800

Funding Agency:

Notes:

ATP Funds: Non-infrastructure Cycle 2 — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Plan Cycle 2 — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Previous Cycle — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Future Cycles — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:

Project Title:	Lombard Corridor Pedestrian Project				
District	County	Route	EA	Project ID	PPNO
4	SF				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Prop K Local Sales Tax — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E			739					739
R/W								
CON			33	978				1,011
TOTAL			772	978				1,750

Funding Agency: SFCTA

Notes: Proposition K local sales tax

Fund No. 3: STIP — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				1,910				1,910
TOTAL				1,910				1,910

Funding Agency:

Notes:

Fund No. 4: SFMTA General Fund — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)		90						90
PS&E			60					60
R/W								
CON								
TOTAL		90	60					150

Funding Agency: City & County of SF

Notes:

Fund No. 5: SFMTA Operating and Walk First — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)			60					60
PS&E			17					17
R/W								
CON			10					10
TOTAL			87					87

Funding Agency: SFMTA

Notes:

Fund No. 6: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 7: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Attachment C: Engineer's Checklist

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP ***Infrastructure****-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** **Engineer's Initials:** CCO
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: **Engineer's Initials:** CCO
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** CCO
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** CCO
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** **Engineer's Initials:** CCO
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** **Engineer's Initials:** CCO
   a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
   b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
   c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
   d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** _____

☒ N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** **Engineer's Initials:** CCO
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name *(Last, First)*: OLEA, CRISTINA

Title: PROJECT MANAGER

Engineer License Number: C63198

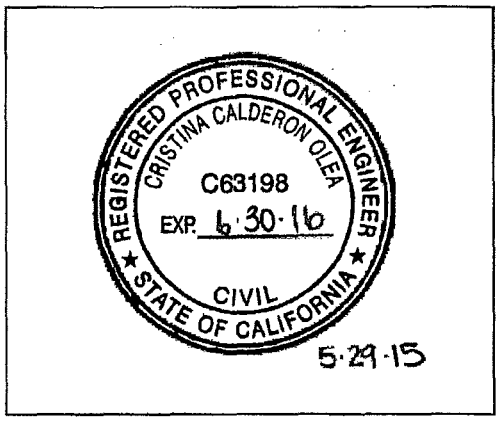
Signature: Cristina C. Olea

Date: 5·29·15

Email: cristina.c.olea@sfdpw.org

Phone: 415.558·4004

Engineer's Stamp:

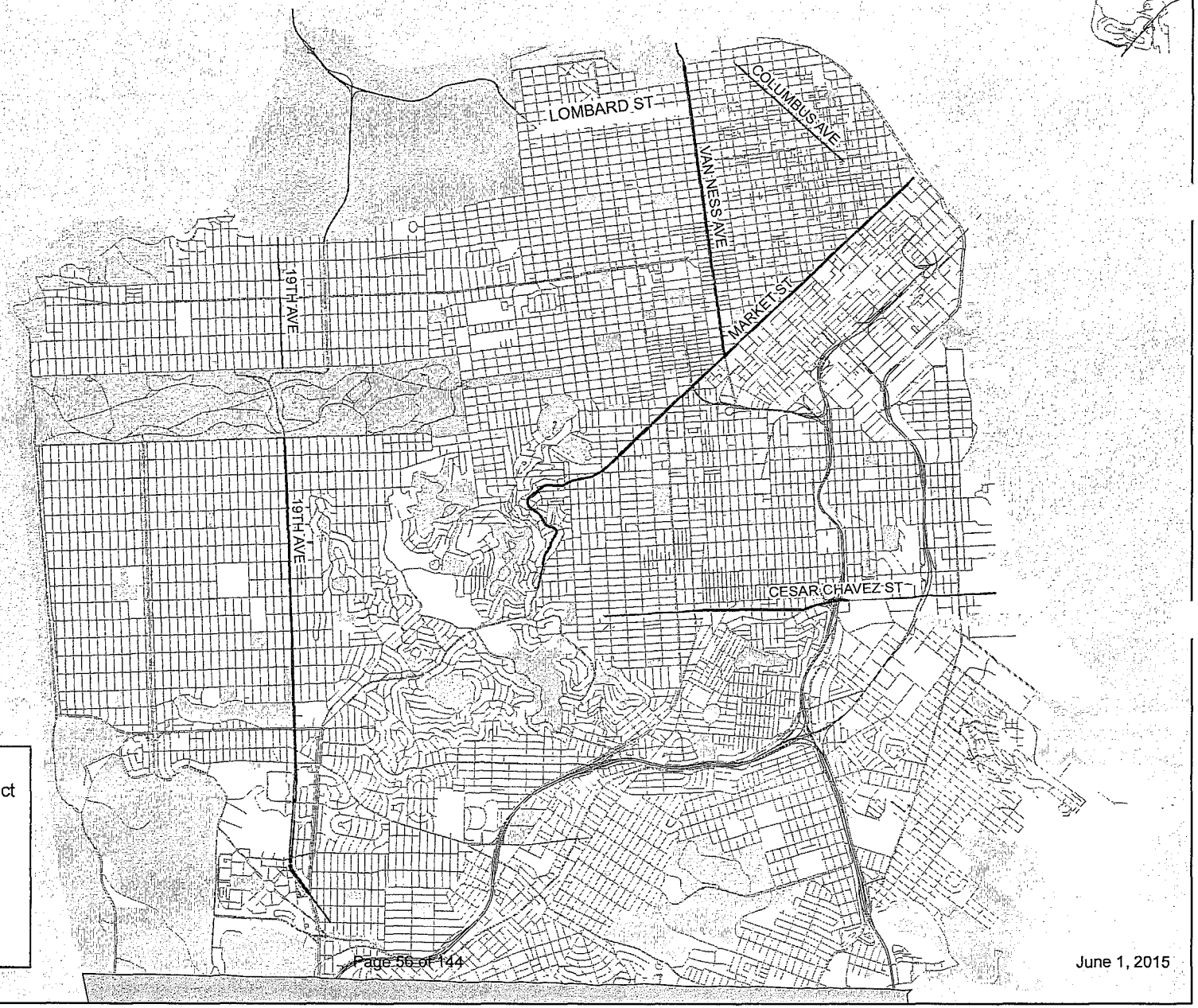


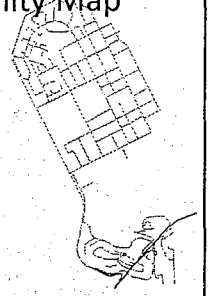
Attachment D

Project Location Map

Lombard Corridor Safety Project

Vicinity Map





Lombard Corridor Safety Project

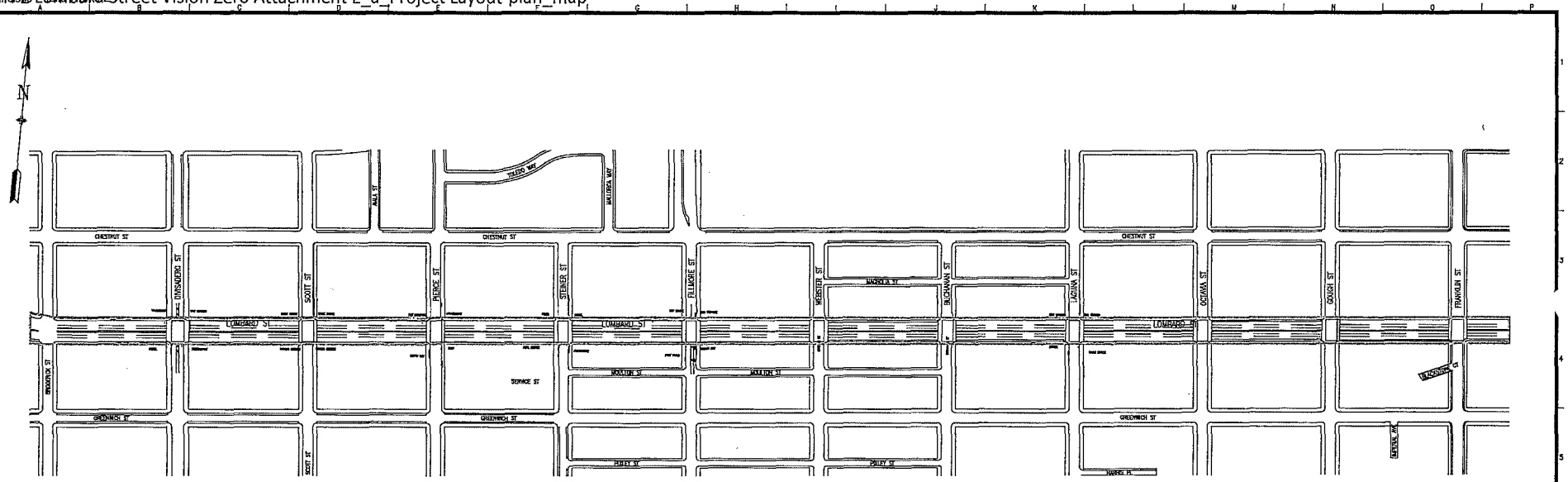
0 ½ 1 Miles

N

Modified: 5/15/15
SFMTA Sustainable Streets

Attachment E

Project Map/Plans showing existing and proposed conditions



0 25 50 100 150

SCALE IN FEET

CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
		TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		

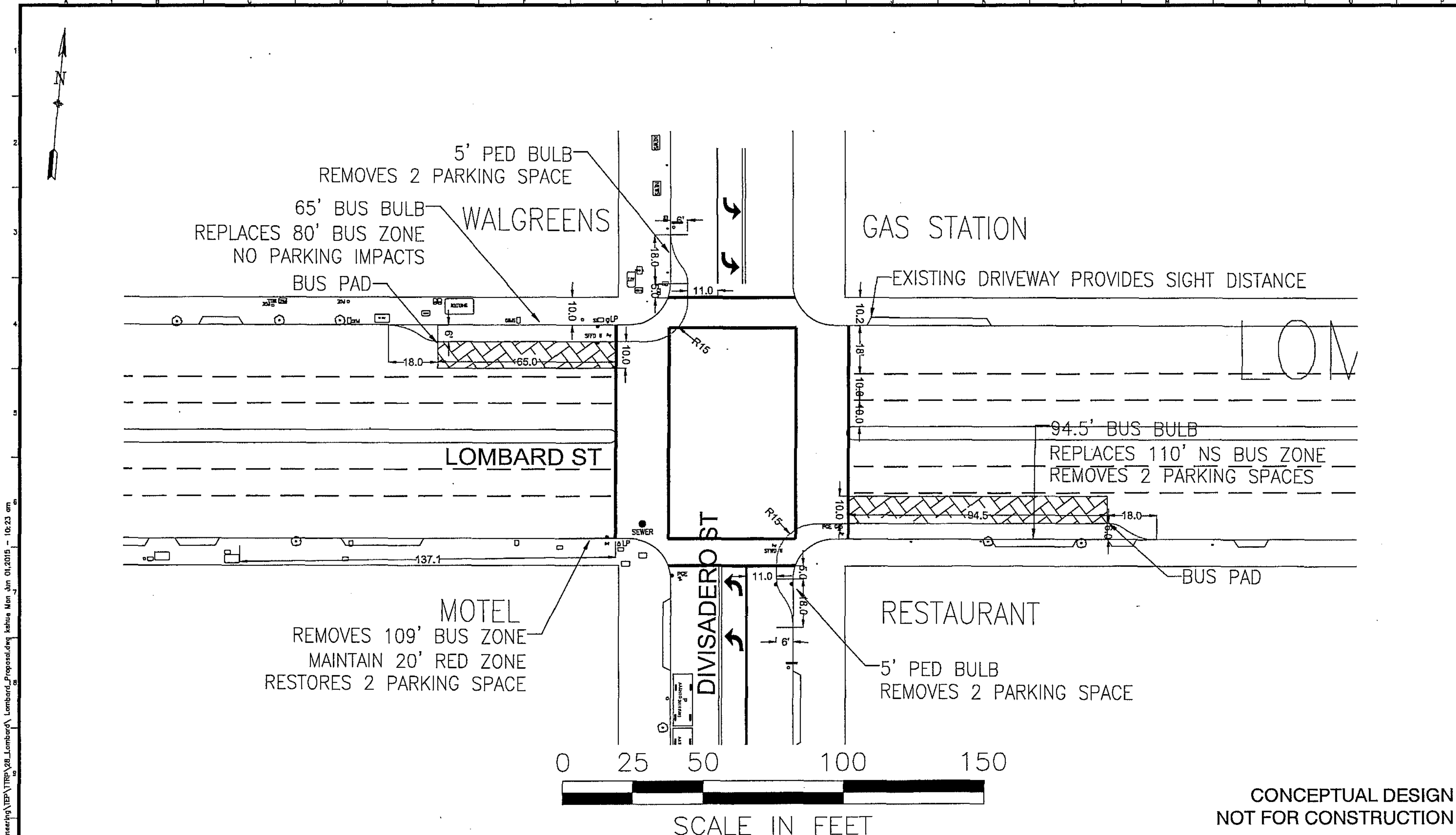
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DRAWN: DATE:	KAS 2/2015
CHECKED: DATE:	DLA 2/2015
APPROVED	
SENIOR ENGINEER DATE:	
CITY TRAFFIC ENGINEER DATE:	
SCALE:	AS NOTED
SHEET OF SHEETS	1 OF 1

MUNI FORWARD
28–LOMBARD PROJECT

CALTRANS RIGHT OF WAY
TURNING TEMPLATES

CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	



CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

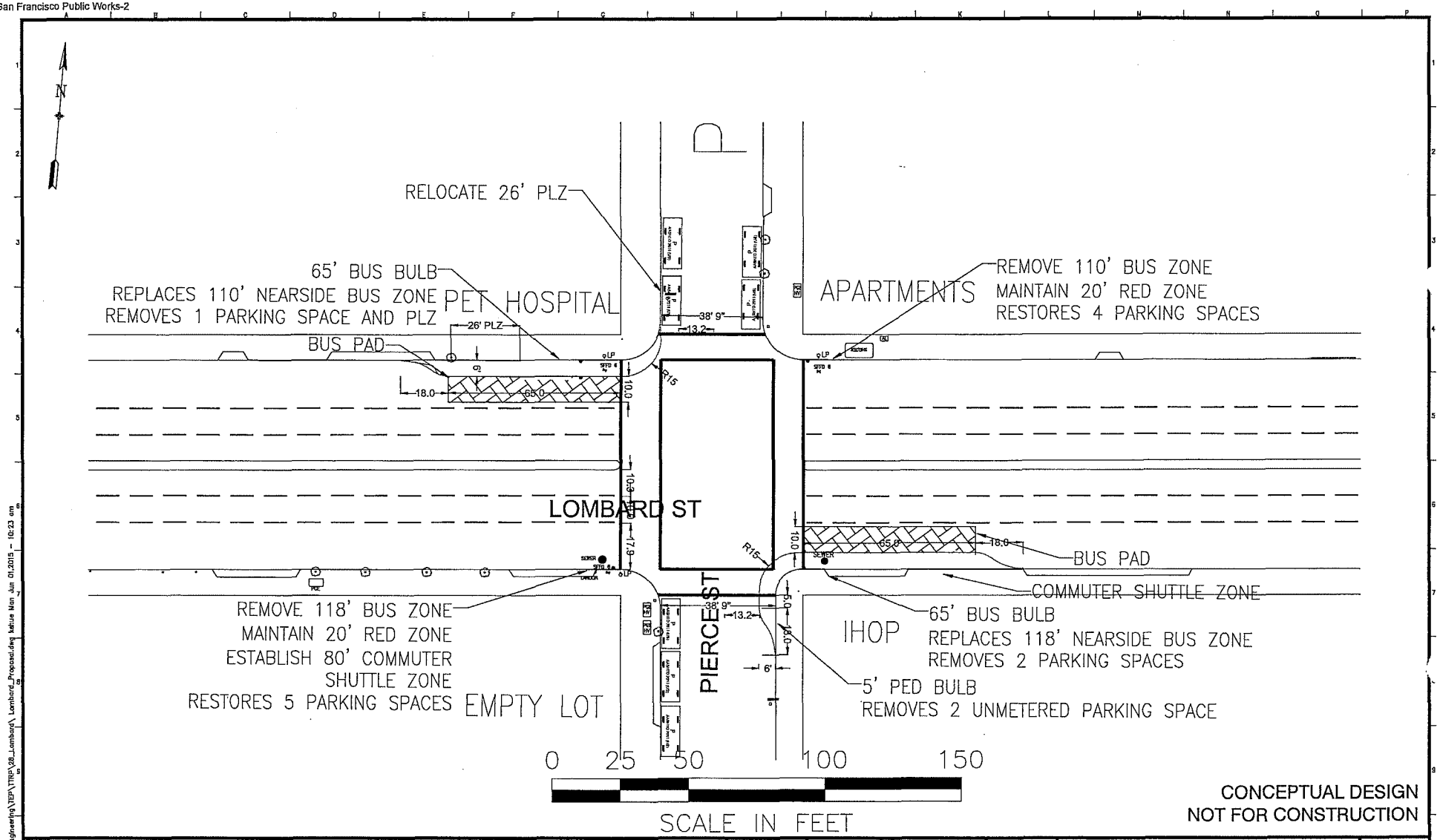
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DRAWN: KAS	DATE: 2/2015	APPROVED	SCALE: AS NOTED
CHECKED: DLA	DATE: 2/2015	SENIOR ENGINEER DATE	SHEET OF SHEETS 1 OF 1
		CITY TRAFFIC ENGINEER DATE	

MUNI FORWARD
28-LOMBARD PROJECT

LOMBARD AND DIVISADERO
TURNING TEMPLATES

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.



CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACKER TO SEE IF YOU HAVE LATEST REVISION

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DRAWN: DATE:	KAS 2/2015
CHECKED: DATE:	DLA 2/2015

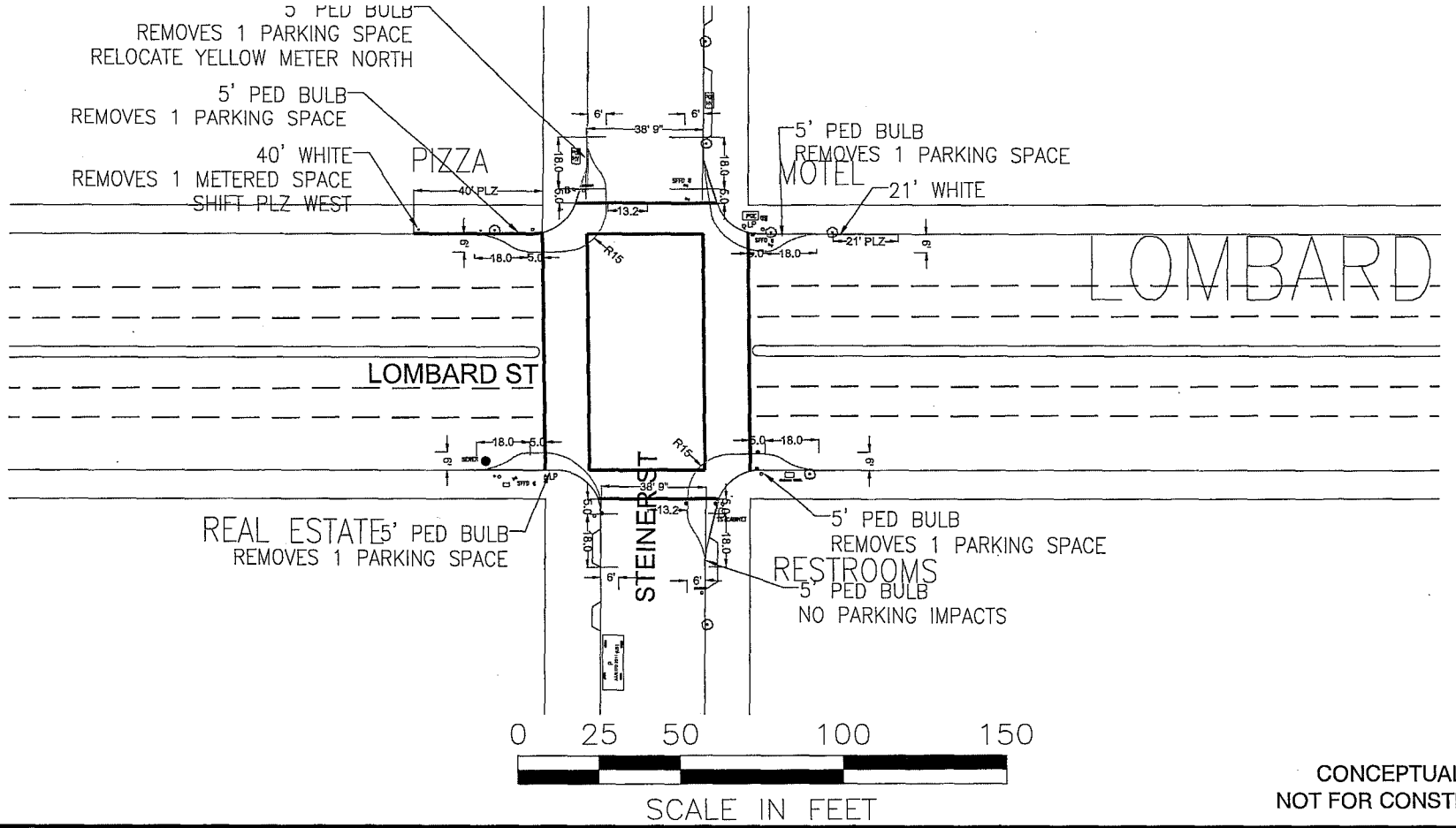
APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE: AS NOTED
SHEET OF SHEETS: 1 OF 1'

MUNI FORWARD
28-LOMBARD PROJECT

LOMBARD AND PIERCE
TURNING TEMPLATES

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
dune 1, 2015



CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
SHEET 1 OF 1 SEE IF YOU HAVE LATEST REVISION

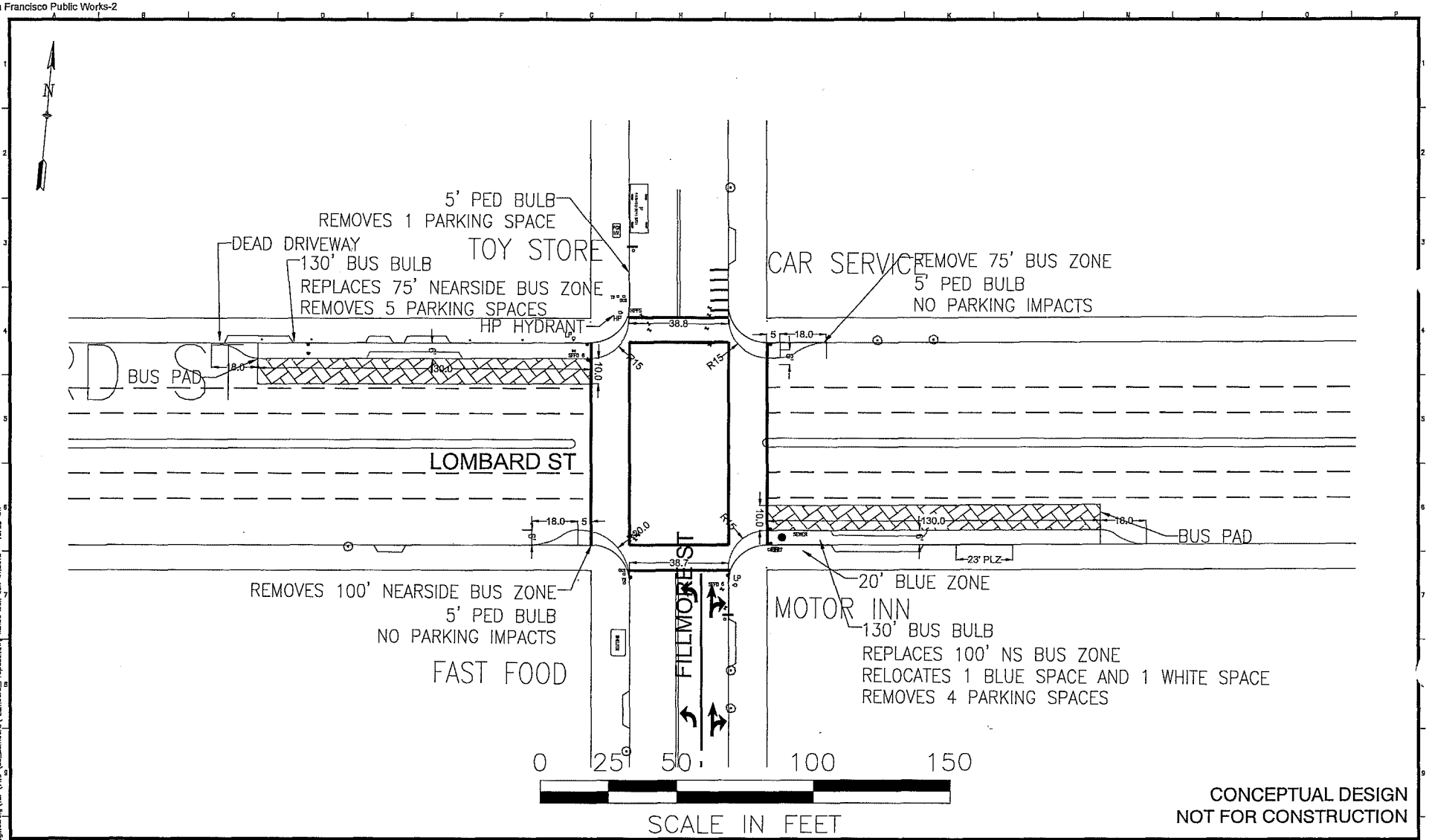
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DRAWN: KAS	DATE: 2/2015
CHECKED: DLA	DATE: 2/2015
APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:
SCALE:	AS NOTED
SHEET OF SHEETS	1 OF 1

MUNI FORWARD
28-LOMBARD PROJECT

LOMBARD AND STEINER
TURNING TEMPLATES

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.



CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
PLEASE VERIFY TRACING TO SEE IF YOU HAVE LATEST REVISION

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DRAWN: KAS	DATE: 2/2015	
CHECKED: DLA	DATE: 2/2015	

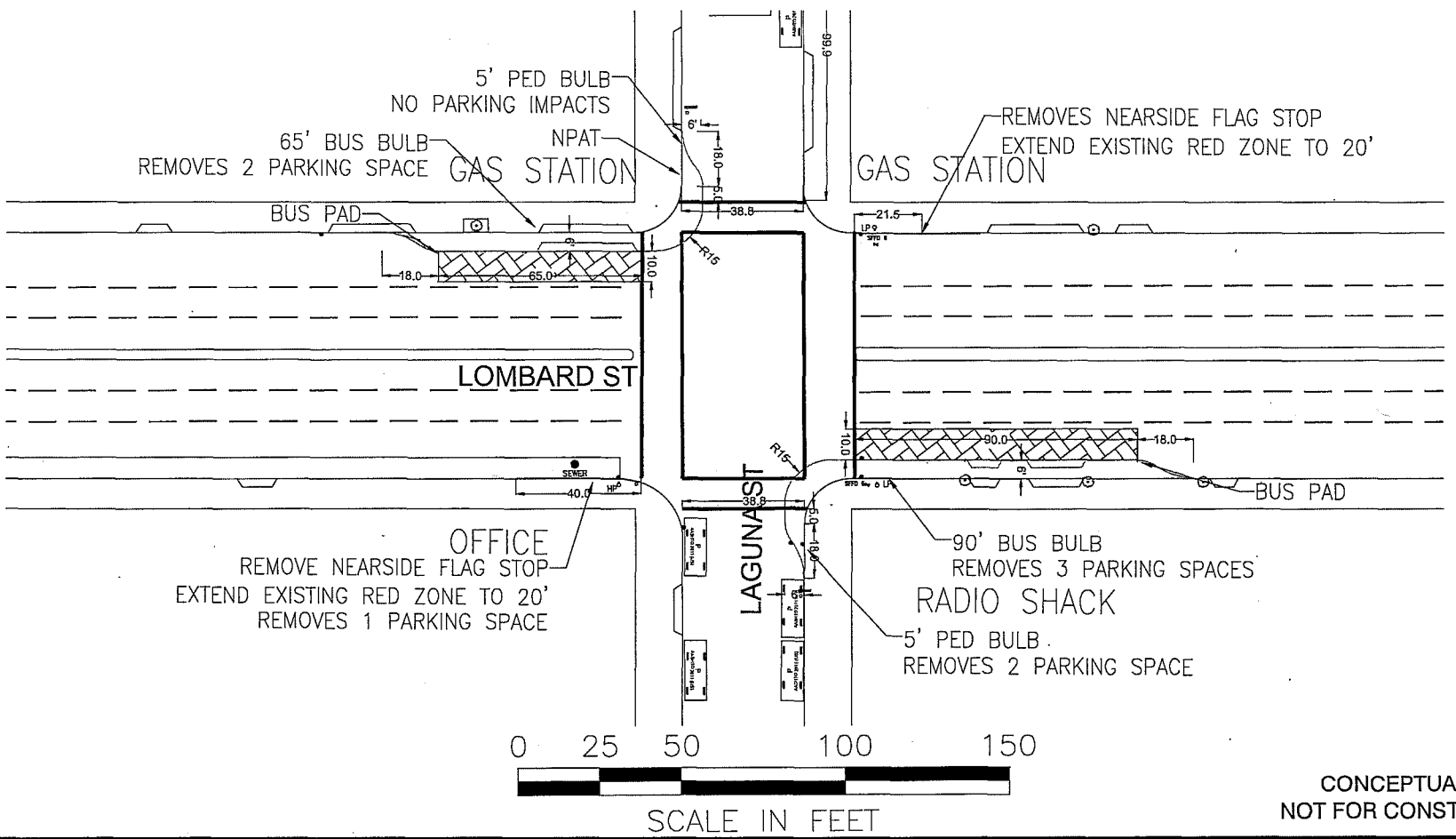
APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE: AS NOTED
SHEET OF SHEETS: 1 OF 1

MUNI FORWARD
28-LOMBARD PROJECT

LOMBARD AND FILLMORE
TURNING TEMPLATES

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.



CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH DPW TO SEE IF YOU HAVE LATEST REVISION

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DRAWN:	DATE:
KAS	2/2015
CHECKED:	DATE:
DLA	2/2015

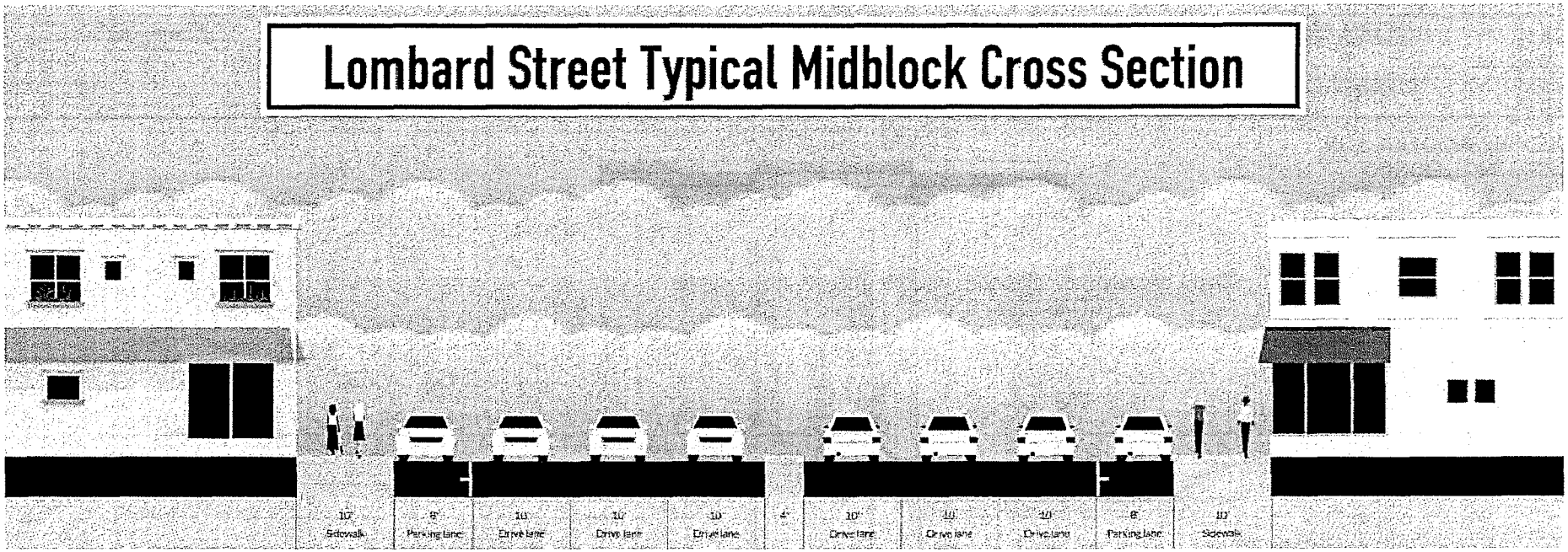
APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE: AS NOTED
SHEET OF SHEETS: 1 OF 1

MUNI FORWARD
28-LOMBARD PROJECT

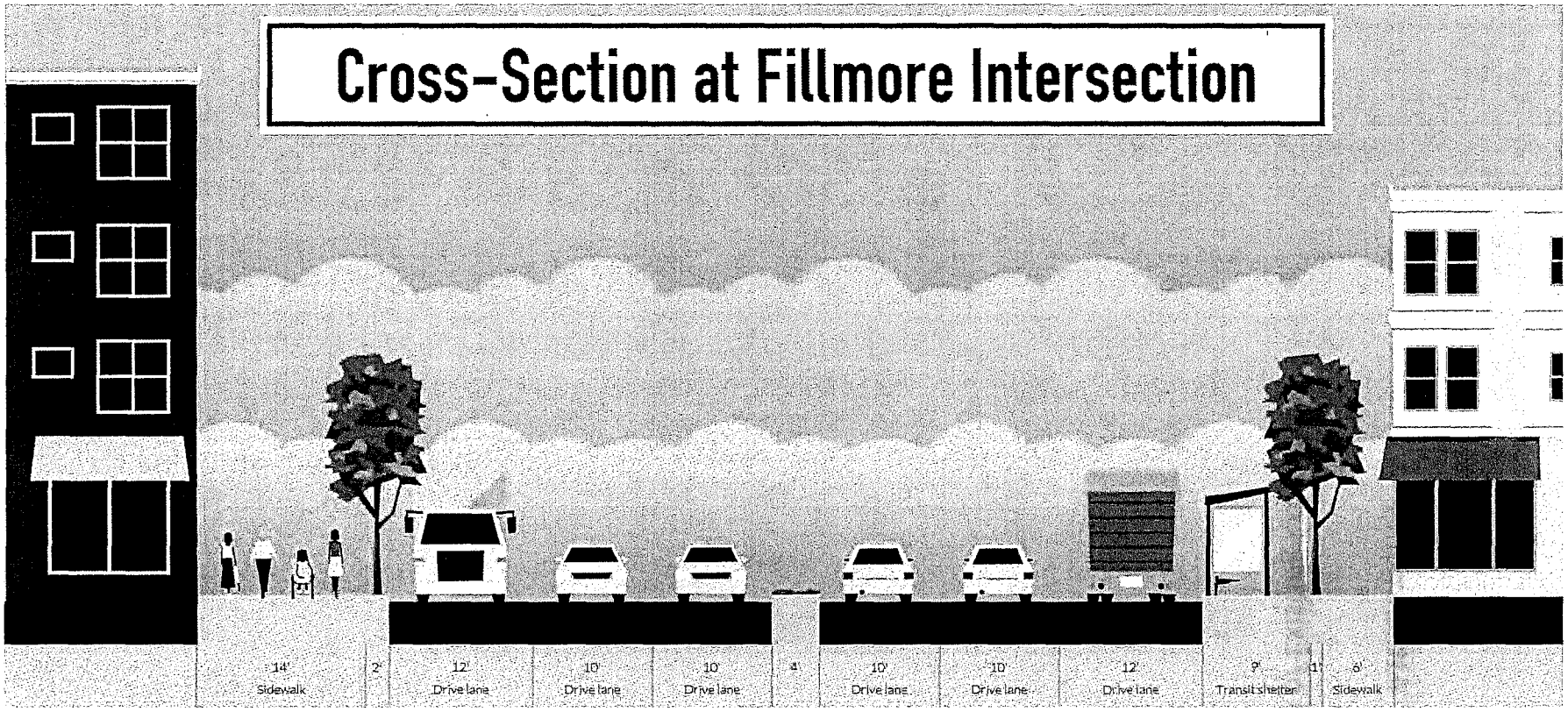
LOMBARD AND LAGUNA
TURNING TEMPLATES

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
June 1, 2015



CALTRANS RIGHT OF WAY

**Lane widths and ROW will not change



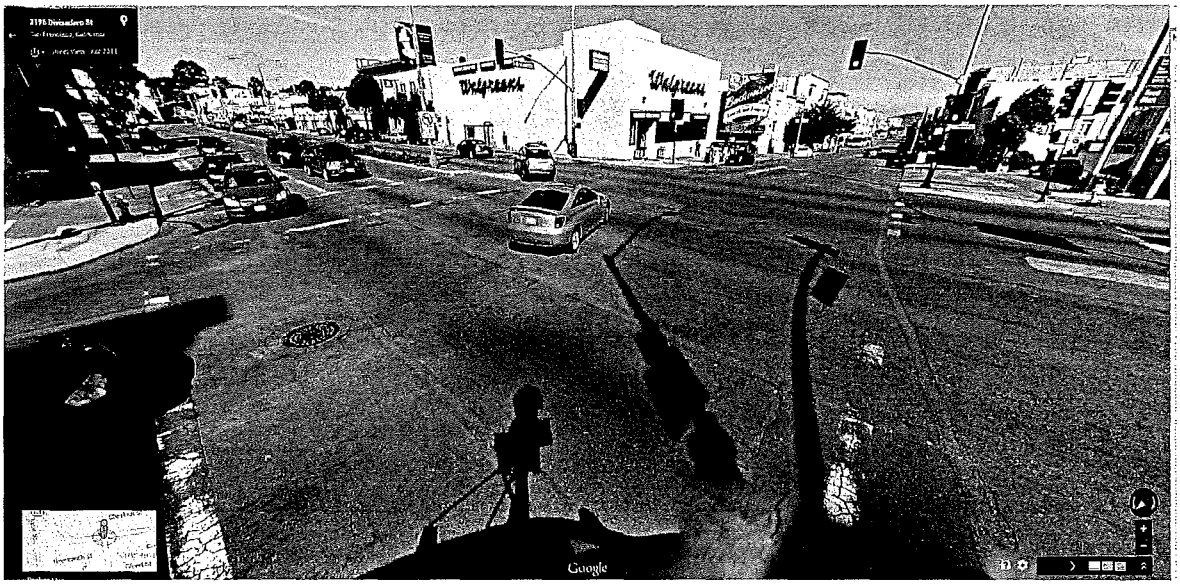
CALTRANS RIGHT OF WAY

**Lane widths and ROW will not change, curb extensions will extend 6' into 8' parking lane. Attachment will plan view better illustrates this configuration.

Attachment F

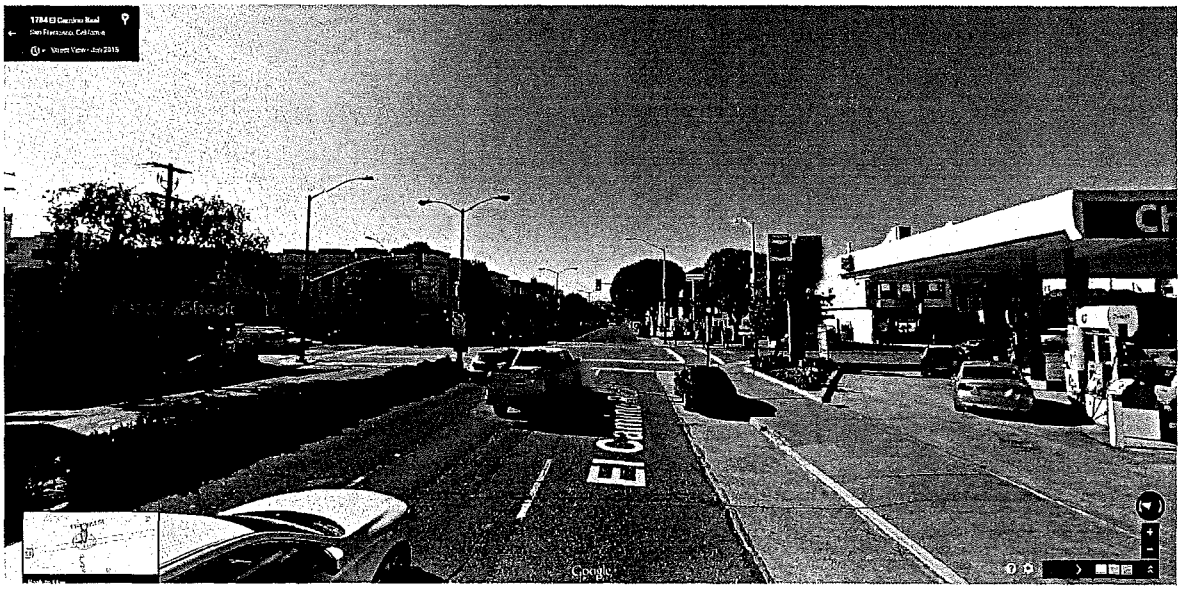
Photos of Existing Conditions

From SE corner of Lombard and Divisadero looking NW:



From north crosswalk of Fillmore looking south:

From nearside Laguna on Lombard looking west:



Attachment G

Project Estimate

DETAILED COST ESTIMATE

FUNDING PLAN

Planning / Conceptual Engineering							ATP Eligible Items								Non-Participating Items	
							Source: ATP		Source: STIP		Source: Local		Source: ATP, STIP, Local (Total Participating Cost)		Source: Local	
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Total Cost	$	%	$	%	$	%	$	%	$	%
Agency: SFMTA																
Transportation Planner III / 5289	100	$ 50.700	2.90	$ 146.99	0.0481	$ 14,699	$ -	0%	$ -	0%	$ 14,699.23	100%	$ 14,699.23	100%	$ -	0%
Junior Engineer/5201	200	$ 42.538	2.95	$ 125.46	0.0962	$ 25,092	$ -	0%	$ -	0%	$ 25,091.98	100%	$ 25,091.98	100%	$ -	0%
Manager III / 9177	40	$ 62.553	2.83	$ 176.87	0.0192	$ 7,075	$ -	0%	$ -	0%	$ 7,074.94	100%	$ 7,074.94	100%	$ -	0%
Public Information Officer / 1312	40	$ 39.840	2.88	$ 114.84	0.0192	$ 4,594	$ -	0%	$ -	0%	$ 4,593.71	100%	$ 4,593.71	100%	$ -	0%
Agency: DPW							$ -	0%	$ -	0%	$ -	100%	$ -	100%	$ -	0%
Project Manager II/5504	100	$ 74.688	2.68	$ 199.89	0.0481	$ 19,989	$ -	0%	$ -	0%	$ 19,989.36	100%	$ 19,989.36	100%	$ -	0%
Project Manager I/5502	100	$ 64.550	2.68	$ 172.76	0.0481	$ 17,276	$ -	0%	$ -	0%	$ 17,276.16	100%	$ 17,276.16	100%	$ -	0%
Engineer/5241 (Civil, Elect, Hydraulic)	30	$ 64.700	2.68	$ 173.16	0.0144	$ 5,195	$ -	0%	$ -	0%	$ 5,194.89	100%	$ 5,194.89	100%	$ -	0%
Associate Engineer/5207 (Civil, Elect, Hydraulic)	30	$ 55.888	2.68	$ 149.58	0.0144	$ 4,487	$ -	0%	$ -	0%	$ 4,487.32	100%	$ 4,487.32	100%	$ -	0%
Junior Engineer/5201 (Civil, Elect, Hydraulic)	30	$ 42.538	2.68	$ 113.85	0.0144	$ 3,415	$ -	0%	$ -	0%	$ 3,415.42	100%	$ 3,415.42	100%	$ -	0%
Landscape Architect/5274	60	$ 64.700	2.68	$ 173.40	0.0288	$ 10,404	$ -	0%	$ -	0%	$ -	0%	$ -	0%	$ 10,403.76	100%
Landscape Architectural Associate I/5262	80	$ 48.050	2.68	$ 128.77	0.0385	$ 10,302	$ -	0%	$ -	0%	$ -	0%	$ -	0%	$ 10,301.92	100%
Disability Access Coordinator/6335	8	$ 73.825	2.68	$ 197.59	0.0038	$ 1,581	$ -	0%	$ -	0%	$ 1,580.68	100%	$ 1,580.68	100%	$ -	0%
Public Information Officer / 1312	90	$ 39.840	2.68	$ 106.63	0.0431	$ 9,562	$ -	0%	$ -	0%	$ 9,562.38	100%	$ 9,562.38	100%	$ -	0%
Planning / Conceptual Engineering Total	908				0.1827	$ 133,672	$ -	0%	$ -	0%	$ 133,672.00	100%	$ 133,672.00	100%	$ -	0%
Environmental																
Agency: SFMTA																
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Total Cost										
Planning Department Fee	–					$ 6,285	$ -	0%	$ -	0%	$ 6,285.00	100%	$ 6,285.00	100%	$ -	0%
5203 Assistant Engineer	70	$ 45.325	2.83	$ 128.31	0.0337	$ 8,982	$ -	0%	$ -	0%	$ 8,981.70	100%	$ 8,981.70	100%	$ -	0%
5289 Planner III	50	$ 52.376	2.81	$ 146.93	0.0240	$ 7,347	$ -	0%	$ -	0%	$ 7,346.50	100%	$ 7,346.50	100%	$ -	0%
Agency: DPW															$ -	
Project Manager II/5504	50	$ 74.688	2.68	$ 148.93	0.0240	$ 7,447	$ -	0%	$ -	0%	$ 7,446.50	100%	$ 7,446.50	100%	$ -	0%
Project Manager I/5502	50	$ 64.550	2.68	$ 149.93	0.0240	$ 7,497	$ -	0%	$ -	0%	$ 7,496.50	100%	$ 7,496.50	100%	$ -	0%
Manager III / 0931	50	$ 61.513	2.68	$ 150.93	0.0240	$ 7,547	$ -	0%	$ -	0%	$ 7,546.50	100%	$ 7,546.50	100%	$ -	0%
Environmental Total	120				0.0577	$ 16,328	$ -	0%	$ -	0%	$ 16,328.00	100%	$ 16,328.00	100%	$ -	0%
Design Phase																
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Total Cost										
Agency: SFMTA																
Transportation Planner III / 5289	200	$ 50.700	2.90	$ 146.99	0.0962	$ 29,398	$ -	0%	$ -	0%	$ 29,398.46	100%	$ 29,398.46	100%	$ -	0%
Transportation Planner IV / 5290	80	$ 60.125	2.86	$ 172.22	0.0385	$ 13,778	$ -	0%	$ -	0%	$ 13,777.72	100%	$ 13,777.72	100%	$ -	0%
Junior Engineer/5201	160	$ 42.538	2.95	$ 125.46	0.0769	$ 20,074	$ -	0%	$ -	0%	$ 20,073.58	100%	$ 20,073.58	100%	$ -	0%
Associate Engineer/5207	80	$ 55.888	2.88	$ 160.88	0.0385	$ 12,871	$ -	0%	$ -	0%	$ 12,870.57	100%	$ 12,870.57	100%	$ -	0%
Agency: DPW																
Project Manager II/5504	1040	$ 74.688	2.68	$ 199.89	0.5000	$ 207,889	$ -	0%	$ -	0%	$ 207,889.37	100%	$ 207,889.37	100%	$ -	0%
Project Manager I/5502	520	$ 64.550	2.68	$ 172.76	0.2500	$ 89,836	$ -	0%	$ -	0%	$ 89,836.04	100%	$ 89,836.04	100%	$ -	0%
Senior Engineer/5211	300	$ 74.888	2.68	$ 200.43	0.1442	$ 60,129	$ -	0%	$ -	0%	$ 60,128.67	100%	$ 60,128.67	100%	$ -	0%
Engineer/5241 (Civil, Elect, Hydraulic)	200	$ 64.700	2.68	$ 173.16	0.0962	$ 34,633	$ -	0%	$ -	0%	$ 34,632.62	100%	$ 34,632.62	100%	$ -	0%
Associate Engineer/5207 (Civil, Elect, Hydraulic)	200	$ 55.888	2.68	$ 149.58	0.0962	$ 29,915	$ -	0%	$ -	0%	$ 29,915.46	100%	$ 29,915.46	100%	$ -	0%
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	800	$ 48.050	2.68	$ 128.60	0.3846	$ 102,881	$ -	0%	$ -	0%	$ 102,880.82	100%	$ 102,880.82	100%	$ -	0%
Junior Engineer/5201 (Civil, Elect, Hydraulic)	800	$ 42.538	2.68	$ 113.85	0.3846	$ 91,078	$ -	0%	$ -	0%	$ 91,077.89	100%	$ 91,077.89	100%	$ -	0%
Landscape Architect/5274	200	$ 64.700	2.68	$ 173.40	0.0962	$ 34,679	$ -	0%	$ -	0%	$ -	0%	$ -	0%	$ 34,679.20	100%
Landscape Architectural Associate I/5262	300	$ 48.050	2.68	$ 128.77	0.1442	$ 38,632	$ -	0%	$ -	0%	$ -	0%	$ -	0%	$ 38,632.20	100%
Disability Access Coordinator/6335	52	$ 73.825	2.68	$ 197.59	0.0250	$ 10,274	$ -	0%	$ -	0%	$ 10,274.43	100%	$ 10,274.43	100%	$ -	0%
Project Manager II/5504 (Env)	82	$ 74.688	2.68	$ 199.89	0.0394	$ 16,391	$ -	0%	$ -	0%	$ 16,391.28	100%	$ 16,391.28	100%	$ -	0%
Assistant Project Manager/5262 (Env)	82	$ 64.550	2.68	$ 172.76	0.0394	$ 14,166	$ -	0%	$ -	0%	$ 14,166.45	100%	$ 14,166.45	100%	$ -	0%
Public Information Officer / 1312	81	$ 39.840	2.68	$ 106.63	0.0391	$ 8,661	$ -	0%	$ -	0%	$ 8,661.37	100%	$ 8,661.37	100%	$ -	0%
Design Total	5177				2.4891	$ 815,286	$ -	0%	$ -	0%	$ 815,286.00	100%	$ 815,286.00	100%	$ -	0%

DETAILED COST ESTIMATE							FUNDING PLAN											
Planning / Conceptual Engineering							**ATP Eligible Items**										**Non-Participating Items**	
Position (Title and Classification)	**Hours**	**Hourly Base Salary**	**Overhead Rate**	**Hourly Fully Burdened**	**FTE**	**Total Cost**	*Source: ATP*		*Source: STIP*		*Source: Local*		*Source: ATP, STIP, Local (Total Participating Cost)*		*Source: Local*			
Construction Phase Hard Costs - Early Implementation																		
Traffic Signals:																		
Leading Pedestrian Interval			3	EA	$ 5,000	$ 15,000.00	$ -	0%	$ -	0%	$ 15,000.00	100%	$ 15,000.00	100%	$ -	0%		
Pedestrian and Bicycle Improvements:																		
Daylighting & Continental Crosswalks & Advanced Stop Bars			14	INT	$ 2,000	$ 28,000.00	$ -	0%	$ -	0%	$ 28,000.00	100%	$ 28,000.00	100%	$ -	0%		
Early Implementation Total						$ 43,000.00	$ -	0%	$ -	0%	$ 43,000.00	100%	$ 43,000.00	100%	$ -	0%		
Construction Phase Hard Costs - Contract																		
Item			**Unit**	**Quantity**	**Unit Price**	**Cost**												
Transit and Pedestrian Bulbs:																		
New 130-foot Transit Bulb with Ped Bulb			2	EA	$ 300,000	$ 600,000.00	$ 351,986	58.7%	$ 176,941	29.5%	$ 71,073	11.8%	$ 600,000.00	100%	$ -	0%		
New 130-foot Transit Bulb without Ped Bulb			2	EA	$ 280,000	$ 560,000.00	$ 328,520	58.7%	$ 165,145	29.5%	$ 66,335	11.8%	$ 560,000.00	100%	$ -	0%		
New 65-foot Transit Bulb with Ped Bulb			3	EA	$ 180,000	$ 540,000.00	$ 316,787	58.7%	$ 159,247	29.5%	$ 63,966	11.8%	$ 540,000.00	100%	$ -	0%		
New 65-foot Transit Bulb without Ped Bulb			1	EA	$ 160,000	$ 160,000.00	$ 93,863	58.7%	$ 47,184	29.5%	$ 18,953	11.8%	$ 160,000.00	100%	$ -	0%		
New Single Pedestrian Bulb			4	EA	$ 80,000	$ 320,000.00	$ 187,726	58.7%	$ 94,369	29.5%	$ 37,906	11.8%	$ 320,000.00	100%	$ -	0%		
New Dual Pedestrian Bulb			2	EA	$ 140,000	$ 280,000.00	$ 164,260	58.7%	$ 82,572	29.5%	$ 33,168	11.8%	$ 280,000.00	100%	$ -	0%		
Sensys to Replace Caltrans Loop			24	EA	$ 15,000	$ 360,000.00	$ 211,191	58.7%	$ 106,165	29.5%	$ 42,644	11.8%	$ 360,000.00	100%	$ -	0%		
Streetscaping on Transit Bulbs			8	EA	$ 20,000	$ 160,000.00	$ 4,693	2.9%	$ 2,359	1.5%	$ 948	0.6%	$ 8,000.00	5%	$ 152,000.00	95%		
Signal Timing			14	EA	$ 5,000	$ 70,000.00	$ 41,066	58.7%	$ 20,643	29.5%	$ 8,292	11.8%	$ 70,000.00	100%	$ -	0%		
Bicycle Racks			8 to 16	EA	FREE								$ -	100%	$ -	0%		
Transit Support																		
Muni Inspector Support			1	LS	$ 600,000	$ 600,000.00	$ 351,986	58.7%	$ 176,941	29.5%	$ 71,073	11.8%	$ 600,000.00	100%	$ -	0%		
Other:																		
Utility Adjustments			13	BLK	$ 88,000	$ 1,144,000.00	$ 671,119	58.7%	$ 337,367	29.5%	$ 135,513	11.8%	$ 1,144,000.00	100%	$ -	0%		
Contract Subtotal						$ 4,794,000	$ 2,723,195	56.8%	$ 1,368,934	28.6%	$ 549,872	11.5%	$ 4,642,000	97%	$ 152,000	3%		
Contract Contingency (7.35%)						$ 352,359	$ 200,155	56.8%	$ 100,617	28.6%	$ 40,416	11.5%	$ 341,187	97%	$ 11,172	3%		
Contract Inflation						$ 670,000	$ 380,588	56.8%	$ 191,319	28.6%	$ 76,849	11.5%	$ 648,757	97%	$ 21,243	3%		
Construction Contract Hard Costs Total						$ 5,816,359	$ 3,303,938	56.8%	$ 1,660,870	28.6%	$ 667,137	11.5%	$ 5,631,944	97%	$ 184,416	3%		
Construction Contract Labor Costs Total (CM/CE) (15%)						$ 872,454	$ 495,591	56.8%	$ 249,130	28.6%	$ 100,070	11.5%	$ 844,792	97%	$ 27,662	3%		
Construction Contract Total						$ 6,688,813	$ 3,799,528.35	56.8%	$ 1,910,000	28.6%	$ 767,207	11.5%	$ 6,476,735	97%	$ 212,078	3%		
Contruction Total (Early Implementation & Contract)						$6,731,813	$3,799,528	56.4%	$ 1,910,000	28.4%	$ 810,207	12%	$6,519,735	97%	$212,078	3%		
TOTAL						$ 7,697,099	$ 3,799,528	49%	$ 1,910,000	25%	$ 1,775,493	23%	$ 7,485,021	97%	$ 212,078	3%		

Attachment H

Non-Infrastructure Work Plan (Form 22-R)

Not Applicable

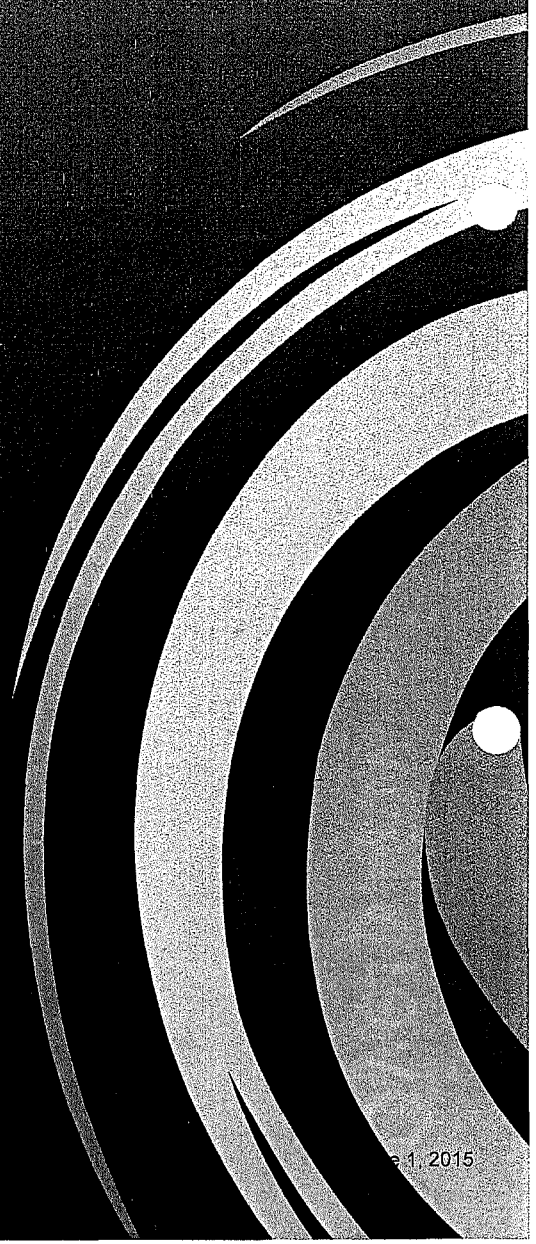
Attachment I

Narrative Questions backup information

CHANGE IN MOTION

"If you do not change direction,
you may end up where you are heading."

LAO TZU



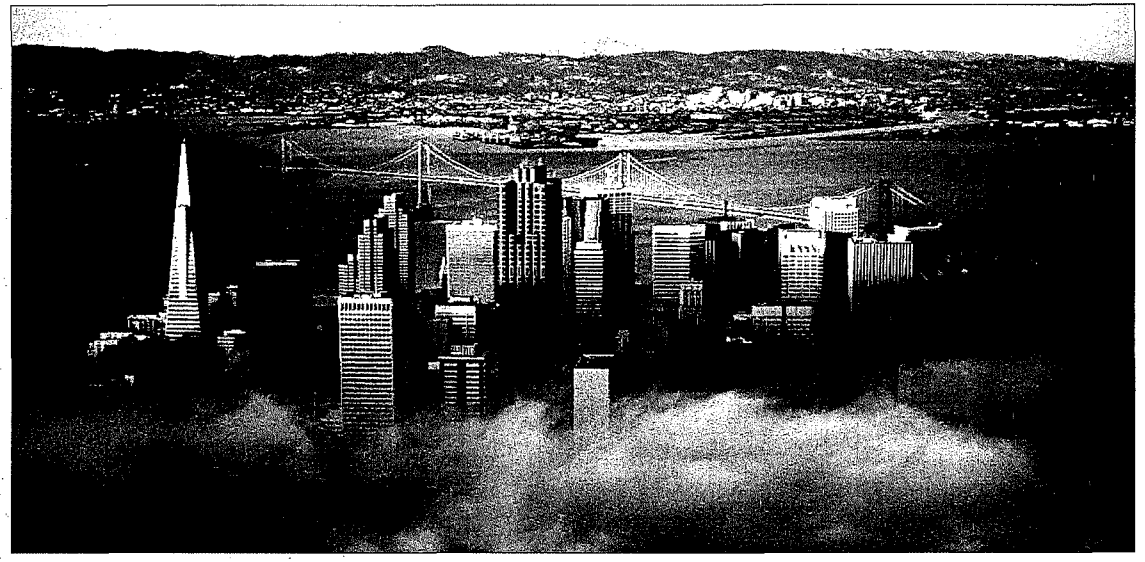
Overview – Change in Motion

The Transportation 2035 Plan looks deeply into the future, into the middle of the 21st century. There is reason to believe that the midpoint of Century 21 is going to be profoundly different than the middle of the 20th century, from which most of our present transportation planning assumptions and methodologies originate. We are looking ahead at a period of unprecedented changes. Some of these changes will be extensions of trends that have been emerging for some time, although many are just now coming into public consciousness. Other changes will be abrupt departures from the trends we are familiar with — transformative and structural changes, for which past practice provides little guidance.

Not all changes will be equally severe. Some of the changes on the horizon may merely require that we modify how we approach transportation planning to include factors that have heretofore played only a marginal role. Others may reverberate dramatically through all sectors of economic and social life, including our transportation behavior. But it seems certain that the changes we face will beget changes in the ways we move. Welcome to change in motion.

Transportation 2035: Statement of Vision

Transportation 2035 is change in motion. Guided by the Three Es of sustainability — Economy, Environment and Equity (see pages 11 and 13) — the plan's ambitious goals and performance objectives will transform not only the way we invest in transportation but the very way the Bay Area travels. Transportation 2035 sets forth a bold vision and takes us on a journey to:



Where mobility and accessibility are ensured for all Bay Area residents and visitors, regardless of race, age, income or disability; and

Where our bicycle and pedestrian facilities, public transit systems, local streets and roads, and highways are all safe and well-maintained and take us when and where we need to go; and

Where an integrated, market-based pricing system for the region's carpool lanes (via a regional express lane network), bridges and roadways helps us not only to manage the demand on our mature transportation system but also to pay for its improvements; and

Where our lively and diverse metropolitan region is transformed by a growth pattern that creates complete communities with ready, safe and close access to jobs, shopping and services that are connected by a family of reliable and cost-effective transit services; and

Where technology advances move out of the lab and onto the street, including clean fuels and vehicles, sophisticated traffic operations systems to manage traffic flow and reduce delay and congestion on our roadways, advanced and accessible traveler information that allows us to make informed travel choices, and transit operational strategies that synchronize fare structures, schedules and routes to speed travel to our destinations; and

Where we have a viable choice to leave our autos at home and take advantage of a seamless network of accessible pedestrian and bicycle paths that connect to nearby bus, rail and ferry services that can carry us to work, school, shopping, services or recreation; and

Where we lead and mobilize a partnership of regional and local agencies, businesses and stakeholders to take effective action to protect our climate and serve as a model for national and international action; and

Where our transportation investments and travel behaviors are driven by the need to reduce our impact on the earth's natural habitats; and

Where all Bay Area residents enjoy a higher quality of life.

Change Affects Planning

The Transportation 2035 Plan arises out of and is responsive to the unique historical moment we find ourselves in, when external forces and the Bay Area's own aspirations impel us to change the way we think about and plan our transportation future. Some of the most salient changes the Transportation 2035 Plan confronts are described below.

Climate Change on the Region's Radar

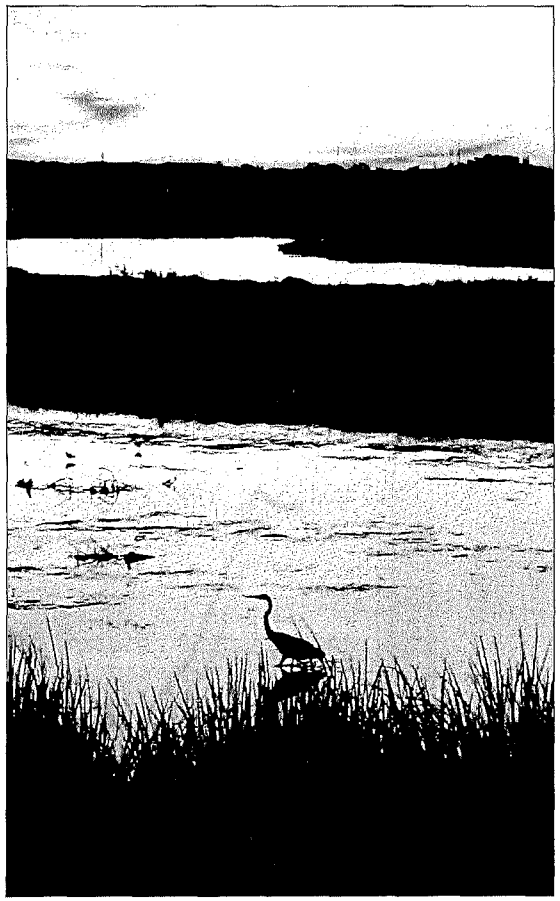
The warming of Earth's climate due to emissions of greenhouse gases is now an accepted reality, and the consequences of this global phenomenon will make themselves felt to some degree despite any steps we may take to mitigate their impact. In California and the Bay Area we will experience a greater number of extreme-heat days, increased wildfire risk, a shrinking Sierra snowpack that would threaten the state's water supply, and a rise in sea level (which would threaten the transportation infrastructure concentrated near the shoreline of the Bay).

With transportation accounting for 40 percent of the region's greenhouse gas emissions, the Bay Area faces a clear imperative to address climate change in the Transportation 2035 planning process. If that by itself were not enough to motivate us, the landmark California Global Warming Solutions Act of 2006 (also known as AB 32) mandates a reduction in greenhouse gas emissions to 1990 levels by the year 2020 — effectively a 15 percent cutback from today's level. And the signing last year by Governor Schwarzenegger of Senate Bill 375 — which mandates the California Air Resources Board to work with regional agencies like MTC and the Association of Bay Area Governments to curb sprawl and reduce greenhouse gas emissions — adds momentum to this effort. This plan must take on the challenge of achieving these climate change goals.

> "To protect the magnificence of San Francisco Bay and the environment of our entire region, our long-range plans must confront head-on the threat posed by climate change. This Transportation 2035 Plan begins to take up that challenge."
>
> Will Travis, Executive Director, Bay Conservation and Development Commission

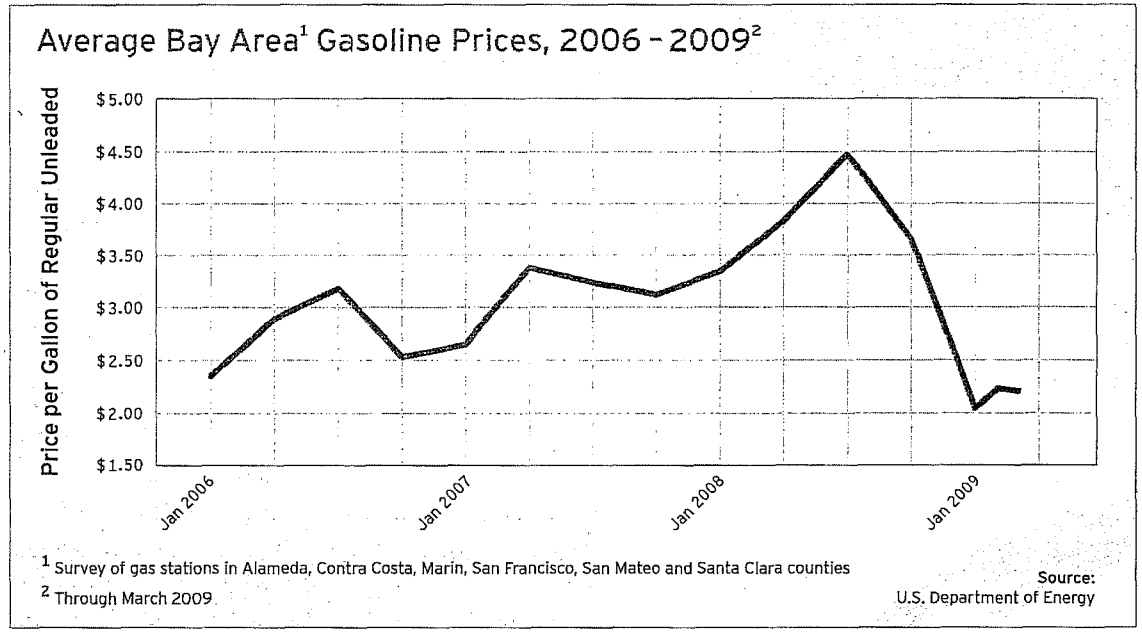
Volatile Oil Prices Add Planning Wild Card

The record-high gasoline prices witnessed during the development of the Transportation 2035 Plan introduced a sudden and perhaps profound change into the planning process (though prices have eased considerably in more recent months; see chart on page 8). Combined with data indicating that the volume of gasoline sold in California actually declined in each of the last three years, higher oil prices could help boost



a nascent trend toward less driving — a trend bolstered by recent upticks in transit usage in the Bay Area. This could result in reductions in the number of vehicle miles traveled in the region, with beneficial impacts on congestion, highway fatalities, and greenhouse gas emissions and other air pollutants.

On the downside, the lion's share of transportation funding is derived from the federal and state excise taxes on gasoline, and if less fuel is purchased, fewer dollars are available for future improvements. Current levels of funding already fall short of our needs, and this will only get worse if people cut back on driving and buy less gas. New funding mechanisms will have to be developed. In the meantime, fuel taxes should be raised to recover lost purchasing power due to decades of legislative failure to adjust these vital levies.



The volatility of world oil markets makes long-range forecasting of gasoline prices an unusually speculative exercise. The rise or fall of gasoline and diesel prices can be powerful forces for change, but their future course is perilous to predict.

Land Use Changes in FOCUS

Not all changes present daunting challenges. Some changes show the way toward future progress. A case in point is a joint regional planning initiative called FOCUS, which promotes future growth in areas near transit and within communities that surround the San Francisco Bay. Still in its early years, FOCUS is getting considerable traction in the region, as demonstrated by the fact that 60 local government entities have volunteered to facilitate the designation of Priority Development Areas (PDAs) within their jurisdictions. A PDA is locally designated land where future growth can be channeled, at sufficient densities to take advantage of existing infrastructure and services, especially transit service. The current inventory of adopted PDAs (planned and potential) includes nearly 120 individual areas across the region. Together they comprise only about 3 percent of the region's land area, but based on estimates provided by local governments they could accommodate as much as 56 percent of the Bay Area's growth to the year 2035 — all in locations that will be accessible to high-quality transit. The early interest in this program is a hopeful sign for the region.

Aging Population Portends Shift in Housing and Travel Choices

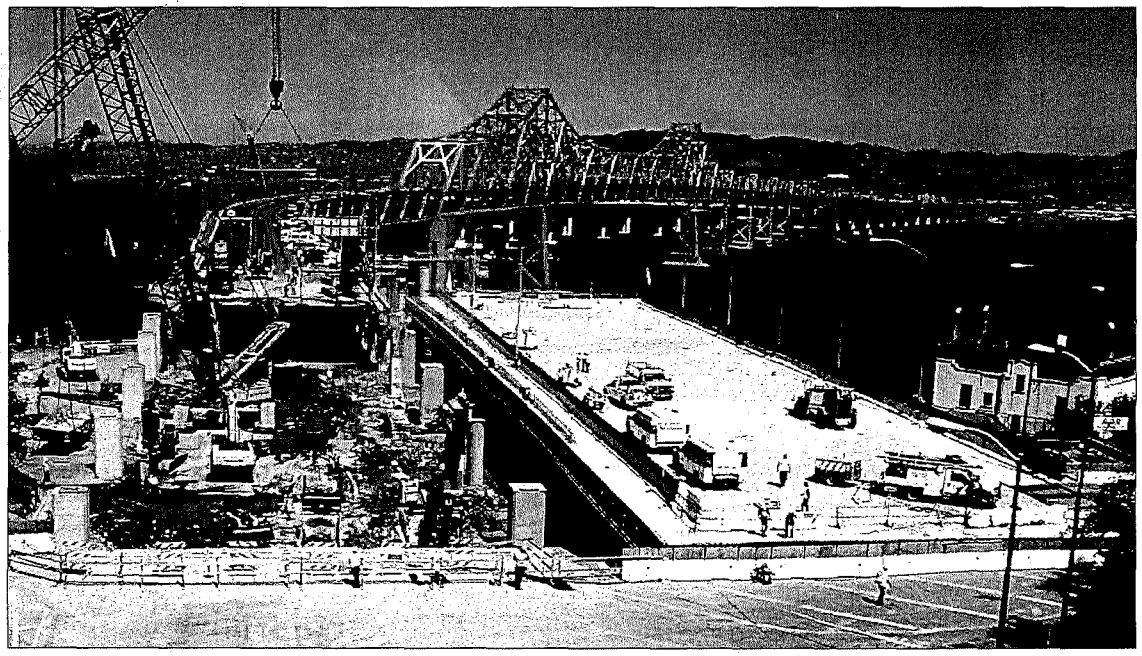
Key among the demographic changes that will affect Bay Area transportation is the aging of the Baby Boomers. As this sizeable segment of the region's residents reaches senior status, it is expected that many will relocate into smaller dwellings in the more urban portions of the Bay Area to have easier access to essential services and cultural opportunities. For some, with aging will come a loss of the ability to drive, and for those with low incomes or physical disabilities, "lifeline" transportation issues will

become increasingly important. From a land-use and mobility perspective, then, the graying of the Baby Boomers would seem to argue for a greater emphasis on smaller homes, low-maintenance housing arrangements, and a heavier reliance on non-driving transportation options, such as transit and ride-sharing with younger friends and family.

Rising Construction Costs Put Premium on System Efficiency

For entities overseeing infrastructure programs, such as Caltrans, a longer-term trend toward higher global commodities prices has often resulted in unprecedented construction cost increases. During 2005 and early 2006, some construction material prices rose much faster than consumer or producer price indices. The consequences of such price increases can include huge funding gaps that are not anticipated, delay or deferral of projects for a year or more (often leading to further inflation-caused cost increases), and even cancellation of projects. Because the Bay Area has a mature system, maintenance costs are significant, and delay or deferral of new projects means we must continue to pay dearly to maintain an aging system. While construction costs have abated during the current economic downturn, it is imperative for us to look beyond infrastructure toward lower-cost, more-efficient ways to better manage the system we have in place.

One possible answer, advocated in this plan, is to institute a Bay Area Express Lane Network on the region's freeways. By giving drivers of non-carpool vehicles the option of "buying into" underutilized carpool lanes, the express lane network would allow us to better manage travel demand while raising needed revenue. And other technology-based improvements can help us to maximize operations of the existing freeway system.



Expiration of Federal Transportation Program Creates Uncertainty, Opportunity

The governing federal surface transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), expires in September 2009. Expressing its desire to thoroughly review SAFETEA policies, programs and revenue mechanisms, Congress created a special study commission, the National Surface Transportation Policy and Revenue Study Commission, to advise it. This group issued its findings in early 2008, calling for a comprehensive plan to increase investment, expand services, repair infrastructure, demand accountability and refocus federal transportation policy, while

> "One way to frame the planning challenge facing the Bay Area is: Are we going to be able to walk the talk? We have been talking for a long time about smart growth — about integrating transportation and land use — but we have not had enough 'smart walk.' We know what we need to do. The question is, are we ready to do it? Transportation 2035 will help test this readiness."
>
> Henry Gardner, Executive Director, Association of Bay Area Governments

maintaining a strong federal role in transportation. The possibility of fundamental reform of the federal transportation program introduces a fair measure of uncertainty, of course, but it also represents a tremendous opportunity for a new national transportation vision. And the coming to power of a new presidential administration in 2009 promises to add new impetus to this effort. Here again, the imminence of change forms the backdrop for the development of this plan.

Planning to Cause Change

This plan does more than simply take into account the changing circumstances we face. It addresses them directly, adopting new approaches that distinguish this plan from its predecessors. Transportation 2035 epitomizes change at every turn — change in partners, change in the planning process, change in goals, and change in analytic approach. We have fashioned a plan that responds to the transportation needs and demands of a region ready for change.

Collaboration

From the start, we extended our reach and embraced a new partnership with our sister regional agencies — the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission — to help us develop this long-range plan. With the help of our regional partners, this plan no longer focuses

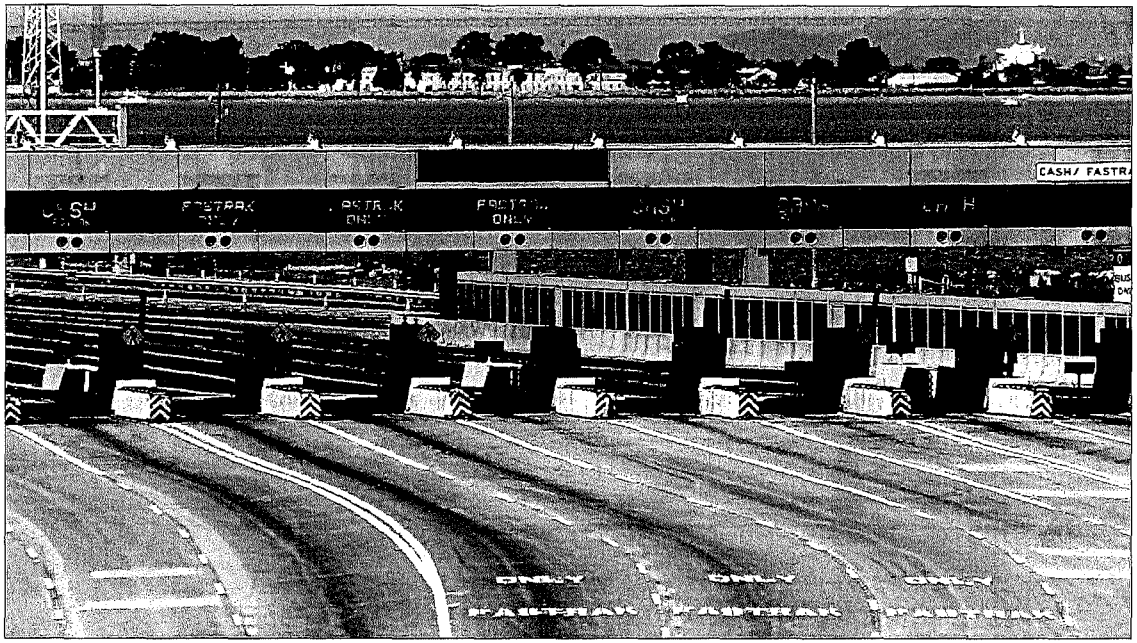
solely on surface transportation infrastructure but takes into account how transportation affects our land-use patterns, air quality and climate changes, and vice versa.

Vision Before Budget

In turn, our planning approach and process has changed. While previous plans focused first on budgets and how to slice the investment pie, Transportation 2035 first sought to define a vision for what the region's transportation system ought to look like in 2035, and then identified, in broad strokes, those policies and investments that would carry out that vision (see page 6). In our desire to put priorities before projects, we made a special effort to look beyond simple infrastructure solutions, and to consider a range of operational improvements and policy innovations.

Economy, Environment, Equity

Rooted in the Three Es of Economy, Environment and Equity, the vision for Transportation 2035 is to support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient, regional transportation system. The eight goals that the Commission adopted for this plan (see page 13), including the new climate protection goal and the new transportation security and emergency management goal, give more specific expression to our commitment to the Three E principles. The policies and investments in this plan are designed to help us achieve these goals and to advance the Three Es. The stakes are high: Failure to make progress toward these goals would not only have a negative impact on our transportation system, but would also degrade the overall quality of life in the Bay Area.



Performance Counts

A performance-based planning approach was used to help us focus on measurable outcomes of potential investments and the degree to which they support stated policies. The use of performance measures in the Bay Area's long-range transportation plan is not new with Transportation 2035. SB 1492 (Statutes of 2002) requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Plan (RTP). MTC conducted performance assessments for the *2001 Regional Transportation Plan*, and in 2003, for the *Transportation 2030 Plan*. While the evaluation produced useful information that enabled comparison among alternative investments,

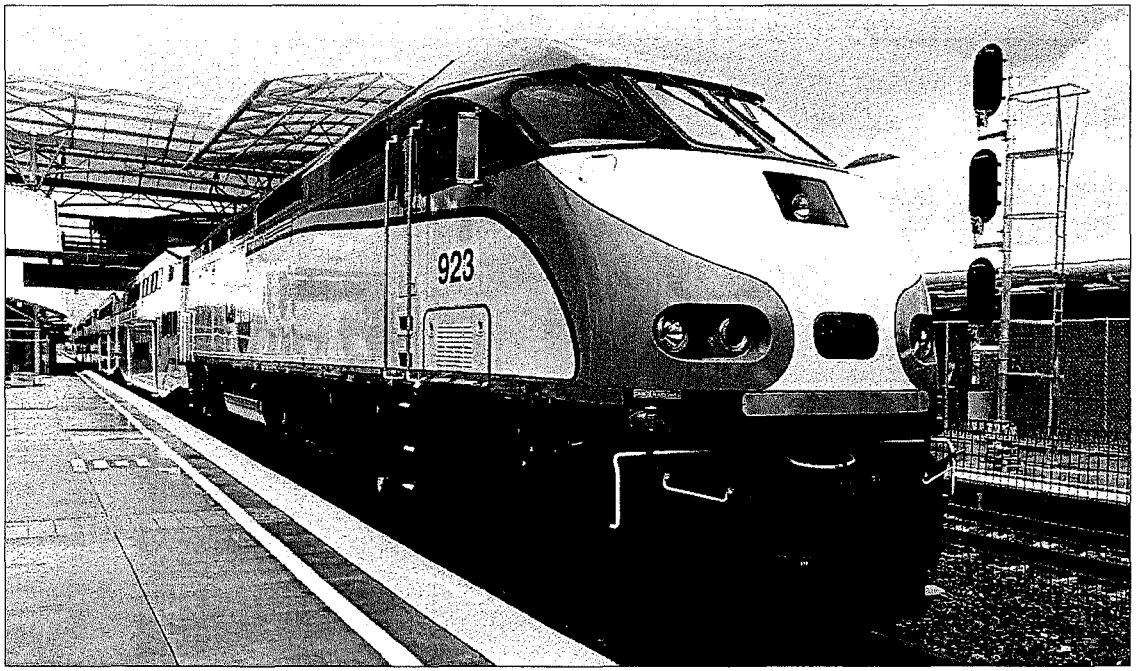
the evaluation results were available after many of the key RTP investment decisions had been made.

However, this time, we used performance metrics to drive the visioning efforts and inform investment trade-offs prior to making investment decisions. We tested how three robust, financially unconstrained infrastructure packages would perform against a set of aggressive performance objectives. The analysis focused on reducing vehicle miles traveled, congestion, carbon dioxide and particulate emissions, and improving affordability. In addition to the infrastructure packages, we assessed how a pricing strategy that increases auto operating costs and how a land-use strategy that strikes a better jobs/housing balance in the urban core would help us meet the objectives.

In addition, we conducted a project-level performance assessment. Virtually all projects proposed for inclusion in the plan were tested to see if they helped advance the Three E's. And a rigorous benefit/cost analysis was performed on regionally significant, large-scale projects to determine which projects gave us the biggest bang for our buck. See the *Performance Assessment Report*, listed in Appendix 2, for additional details of this analysis.

Lessons Learned: Limits of Infrastructure; Power of Pricing and Land Use; Need for Technology and Behavior Change

Our performance assessments helped us to gauge whether the plan's objectives are achievable, what it would take to reach them, and what new authority, new partnerships and new policies might be required to help us make progress towards them. We learned that infrastructure investments produce only modest tangible effects at the regional level, and that aggressive pricing and land-use strategies exert much greater influence than transportation projects alone in moving us toward achievement of the performance objectives. We also learned that we must rely on technological innovations to make significant headway toward getting us within range of our goals. In the end, while we can put forth the best infrastructure investments and pursue pricing, land-use and technology advances over the long term, a substantial shift in the behaviors and choices that individuals make on a daily basis also is needed to attain our goals.



Three Es Guide Transportation 2035 Vision

The anchors of the Transportation 2035 vision are the Three E principles of sustainability — a prosperous and globally competitive **economy**, a healthy and safe **environment**, and **equity** wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system. These Three E principles frame the following eight individual goals for this plan.

- **Maintenance and Safety**
- **Reliability**
- **Efficient Freight Travel**
- **Security and Emergency Management**
- **Clean Air**
- **Climate Protection**
- **Equitable Access**
- **Livable Communities**

The goals set direction for the future, measure progress, and evaluate transportation projects and programs needed to maintain the system, improve system efficiency and strategically expand the system. The plan goals are not entirely confined to any one of the Three Es; rather, several goals cut across and reinforce all three principles.

"E" Principle	Goal	Performance Objective
Economy	Maintenance and Safety	Improve Condition of Assets Reduce Collisions and Fatalities
	Reliability	Reduce Delay
	Efficient Freight Travel	
	Security and Emergency Management	Reduce Security Vulnerability Improve Emergency Preparedness
Environment	Clean Air	Reduce Vehicle Travel
	Climate Protection	Reduce Emissions
Equity	Equitable Access	Improve Affordability
	Livable Communities	

Raising the bar, the Commission also established a set of performance objectives that further support the Three Es and the plan goals. These performance objectives are numerical benchmarks to measure the region's progress in carrying out the vision. These targets are aimed at reducing vehicle miles traveled, congestion, carbon dioxide and particulate matter emissions, and collisions/fatalities; decreasing the transportation and housing costs of low-income families; and improving maintenance and security.

The Commission will periodically measure progress made toward the performance objectives, and may consider changes, substitution or deletion of the performance objective(s) to better align with Commission policy or respond to new circumstances. The assessment of the performance objectives will occur as part of the region's "State of the System" report and as part of each update of the long-range plan. (See Chapter 2 for more information on Transportation 2035 performance objectives.)

Directing Change: Transportation 2035 Investments

Embracing the Three Es of sustainability and the growing regional emphasis on focused growth, air quality and climate protection gave us a lens through which to evaluate the policies, investments and actions in the Transportation 2035 Plan. MTC and its partners looked ahead to determine the kinds of changes needed to shape our future and the ways we can direct those changes. Here are highlights of the changes put forth in this plan and detailed in Chapter 4, "Investments."

Keep Our System in a State of Good Repair

Our transit and roadway systems are an integral part of the Bay Area's transportation network and represent a huge investment of public resources. This plan not only reaffirms the region's long-standing "fix it first" maintenance policy but also expands our commitment to maintaining and operating our existing local roadway and transit systems. The Transportation 2035 Plan directs $7 billion in discretionary funds to maintain local roadways at current pavement conditions, and $6.4 billion to close funding shortfalls for the highest-rated transit assets.

"Transportation is the largest source of air pollution and greenhouse gases in the Bay Area. To protect public health and protect the climate, we need to make better use of our transit systems, and we need to build and create livable communities that reduce our dependence on the automobile."

Jack Broadbent, Executive Officer, Bay Area Air Quality Management District

Lead the Charge on Climate Protection

Climate change is expected to significantly affect the Bay Area's transportation infrastructure through sea level rise and extreme weather. The transportation sector's adverse contribution to climate change is primarily through greenhouse gas emissions from cars, trucks, buses, trains and ferries. Our transportation decisions and actions can either help or hinder efforts to protect the climate, and to this end, the Commission has set aside $400 million to implement a Transportation Climate Action Campaign that focuses on individual actions, public-private partnerships, and incentives and grants for innovative climate strategies. Known for its commitment to the environment, the Bay Area is ideally suited to provide regional leadership and serve as a model for California, the nation and the world in our efforts to reduce our carbon footprint. This plan advances

the fight against global warming and validates the region's reputation as a forward-looking force for change.

Maximize System Performance Through Technology

The state highway system carries an overwhelming majority of trips in the Bay Area. The Freeway Performance Initiative (FPI), launched by MTC, Caltrans and partner agencies, is a strategic plan for improving the operations, safety and management of major freeway travel corridors in the region. FPI aims to maximize the efficiency and reliability of the freeways through technology applications such as traffic operations systems and ramp meters, while limiting freeway expansion to only the most essential locations. The Transportation 2035 Plan earmarks $1.6 billion for the full deployment and ongoing maintenance of low-cost, high-tech strategies defined by FPI. In addition, MTC continues its commitment to the tune of $1.1 billion to support innovative, customer-oriented operational programs such as the telephone- and Web-based 511 traveler information system and the TransLink® transit-fare smart card.

Price Highway Travel Demand

Although commonly employed by airlines, utility companies and others, using price to avoid peak-period overload is the exception in surface transportation policy. As demonstrated by successful implementation in several U.S. cities, high-occupancy toll (HOT) lanes — which allow non-carpool drivers to pay a toll to access underutilized carpool lanes — can bring real benefits to Bay Area travelers. HOT lanes, often called express lanes, provide travel options for carpools, express buses and toll payers; they allow for more efficient use of freeway capacity; and they generate revenues for other highway and transit improvements. MTC in its capacity as the Bay Area Toll Authority, county-level congestion management agencies, Caltrans and the California Highway Patrol have agreed to a set of principles to guide the implementation of an 800-mile Bay Area Express Lane Network, which this plan establishes. The principles represent a commitment to pursue development of this new network through a collaborative and cooperative process. The Bay Area Express Lane Network has the potential to generate about $6 billion in net toll revenues over the next 25 years. These funds would be available to finance additional improvements in the express lane corridors.

Provide Equitable Access to Mobility

The quality of transportation available affects people's ability to get to where they need to go and their overall quality of life. In particular, ensuring accessibility and expanding mobility for those whose options are limited due to age, disability or income is paramount. MTC's Lifeline Transportation Program, which funds

Investing in Change

Over the 25-year time span of this long-range plan, MTC estimates that $218 billion from all public funding sources will be spent on transportation in the Bay Area. Transportation 2035 sets change in motion with $32 billion of new investments — fresh ideas, clever innovations and bold initiatives that will improve travel in the region and overall quality of life. Key Transportation 2035 investments that fit this bill include:

- Freeway Performance Initiative
  $1.6 billion
- Bay Area Express Lane Network
  $7.6 billion (funded by toll revenues)
- Transportation Climate Action Campaign
  $400 million
- Transportation for Livable Communities
  $2.2 billion
- Regional Bicycle Program
  $1 billion
- Lifeline Transportation Program
  $400 million

The Commission also is making multibillion dollar investments to maintain and expand our transit systems, and to keep our roadways in a state of good repair. As well, Transportation 2035 responds to environmental and land-use changes, and maximizes mobility and accessibility for all transportation users. For details, see Chapter 4, "Investments."

mobility projects for the region's low-income residents, has recently experienced a substantial influx of federal and state funds. The Transportation 2035 Plan commits an additional $400 million toward providing transportation options for low-income communities.

Keep Walking and Rolling

Walking and bicycling are important means of mobility and good indicators of the health and well-being of people and communities. It's no wonder that "One Less Car" has been the motto for avid cyclists for years, and the relevance of this message rings loudly given growing concerns about air quality, greenhouse gas emissions, childhood obesity and diabetes, and fluctuating gas prices. The Transportation 2035 Plan endorses these "active transportation" modes by putting $1 billion towards the full build-out of the Regional Bikeway Network, and supporting the Safe Routes to Schools and Safe Routes to Transit programs embedded in a new Transportation Climate Action Campaign (see page 14). Further, MTC's Transportation for Livable Communities program will continue to fund bicycle and pedestrian access improvements.

Take Bold Steps Toward Focused Growth

Over the past several years, the Bay Area has taken big steps to address current and future population and job growth, and as a result, our region is steadily moving toward a more compact, sustainable land-use pattern. Most recently, the four partner regional agencies — MTC, the Association for Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission — launched the incentive-based FOCUS regional development and conservation initiative as a way to encourage more housing adjacent to transit and to protect our green spaces.

FOCUS Priority Development Areas (PDAs), in particular, serve as a mechanism to gain local government buy-in to pursue focused growth near transit nodes in their communities. FOCUS provides funding support via incentives such as capital infrastructure funds, planning grants and technical assistance to these communities because they will bear the lion's share of the region's future growth. In this Transportation 2035 Plan, MTC doubles the size of its hallmark Transportation for Livable Communities program, to $2.2 billion over the next 25 years, in order to advance focused growth objectives and support PDAs.

Deliver the Next Generation of Transit

Adopted in 2001, MTC Resolution 3434 represents the Bay Area's next generation of bus, rail and ferry service expansion to all reaches of the region. The 140 new route miles of rail, hundreds of new route miles of express bus services, numerous ferry routes crisscrossing the Bay, and major new transit hubs in San Francisco and San Jose directly respond to the travel demands of a growing region. Further, the Commission's 2005 adoption of the Resolution 3434 Transit-Oriented Development (TOD) Policy helps to maximize the effectiveness and value of regional services by conditioning discretionary funds on transit-supportive land uses. In fact, the TOD policy will help stimulate the construction of at least 42,000 new housing units and boost the region's overall transit ridership by over 50 percent by 2035. As detailed in the Resolution 3434 Strategic Plan approved by the Commission in fall 2008, the Bay Area is committed to delivering the first elements of this $18 billion regional transit expansion program within the next decade.

Putting Future Change in Motion

And yet, for all it does, the Transportation 2035 Plan still comes up short of the mark. As our detailed evaluation of plan investments makes painfully clear (see Chapter 2), meeting our ambitious performance objectives will take more than the $218 billion in infrastructure investments and the bold new policies and initiatives that Transportation 2035 delivers. This plan is but a beginning. Further actions — involving policies, operating initiatives, institutional arrangements, additional revenues and new legal authority — must be taken to move the Bay Area further along the path to change. We have identified the most pressing and the most promising next steps in Chapter 5, "Building Momentum for Change."

But changes beyond the readily foreseeable are also needed, and for these we look first to technology. For example, future, as yet-undiscovered technological improvements, such as alternative fuels, cleaner vehicles and improved emission-control systems, can help us make strides to meet greenhouse gas and air quality standards. Great safety improvements can be realized with the introduction of vehicle-to-vehicle and vehicle-to-roadside technologies, and these are now in the development pipeline. It is optimistic but not unreasonable — especially in the Bay Area, the center of so much

Bay Area Public Drives Mandate for Change

Nearly 6,000 Bay Area residents from all walks of life helped shape the Transportation 2035 Plan. Their message, delivered resoundingly, was clear: Our world is changing and we must change, too!

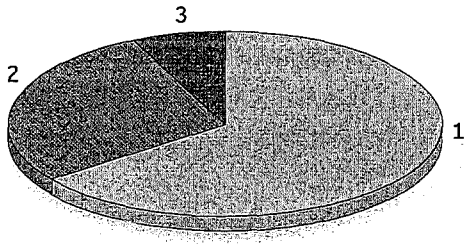
This call for new direction began in June 2007 with preliminary workshops on overall goals for the Transportation 2035 Plan. The dialogue continued in the fall, when MTC and the Association for Bay Area Governments sponsored a joint regional land-use and transportation forum in Oakland that drew 700 attendees. Over the course of the next 18 months, MTC reached out to its regional constituents by means of numerous public workshops and focus groups, two statistically valid telephone polls (conducted in three languages), interactive Web surveys, "person on the street" interviews, and via in-depth discussions with members of MTC's three citizen advisory committees and the Bay Area Partnership.

The people of the Bay Area delivered transportation planners an unmistakable mandate for change, embodied in messages such as the following:

- **We are concerned about air quality and climate change.** To reduce greenhouse gas emissions and protect public health, the Bay Area should focus on decreasing tailpipe emissions and encourage alternatives to driving. In a fall 2007 telephone poll of 1,800 residents, approximately two-thirds of respondents declared that global warming is extremely important and should be one of the region's highest priorities (see pie chart at top left, page 19). Additionally, 67 percent of poll respondents said they would be willing to accept denser development in their community to maintain or improve the environment.

- **Give us transit options.** In polling and at public forums, we were told that the region's top priority for future mobility should be to invest in transit options — including rail and bus service — to provide an alternative to driving. People expressed a desire for more accessible and affordable public transit, and for a larger, more-efficient network of bus, rail and ferry routes. A number of workshop participants called for more projects to encourage bicycling and walking as well.

Importance of Global Warming



	Percent of Total
1 Extremely Important	65%
2 Somewhat Important	28%
3 Not Important	7%
Total	100%

Fall 2007; 1,800 residents

Sources: MTC; BW Research

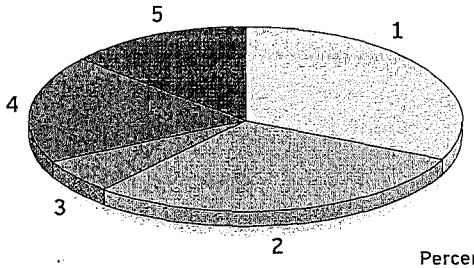
- **Support transit-oriented development.** There was consensus for concentrating development in areas near transit. Opinions were mixed, however, on whether cities that are willing to take on more housing should be rewarded with more transportation dollars, or whether these investments should be spread more evenly around the Bay Area. Respondents to the fall 2007 poll indicated a preference for a smaller home and short commute over a larger home and a long commute (74 percent to 19 percent).

- **Improve what we already have.** In polls and public meetings, people often embraced a "fix it first" approach to transportation priorities. Rather than funding new freeways and expanding transit services, investments should focus on making the Bay Area's existing freeways, local roads and transit operations run more efficiently.

- **Support market incentives in transportation pricing.** Bay Area voters largely accept the concept of using market-based pricing to manage demand for freeway carpool lanes, according to results of a poll of 3,600 voters conducted in the spring of 2008. A solid majority (62 percent) of poll respondents expressed support for establishing high-occupancy toll (HOT) lanes on area freeways. (See pie chart to right.) However, if transportation pricing were to be implemented in the Bay Area, poll respondents called for actions to address any undue hardships on low-income drivers.

For a complete summary of Transportation 2035 public involvement efforts, please refer to the *Public Outreach and Involvement Program Report*, as described in Appendix 2.

Support for HOT Lanes



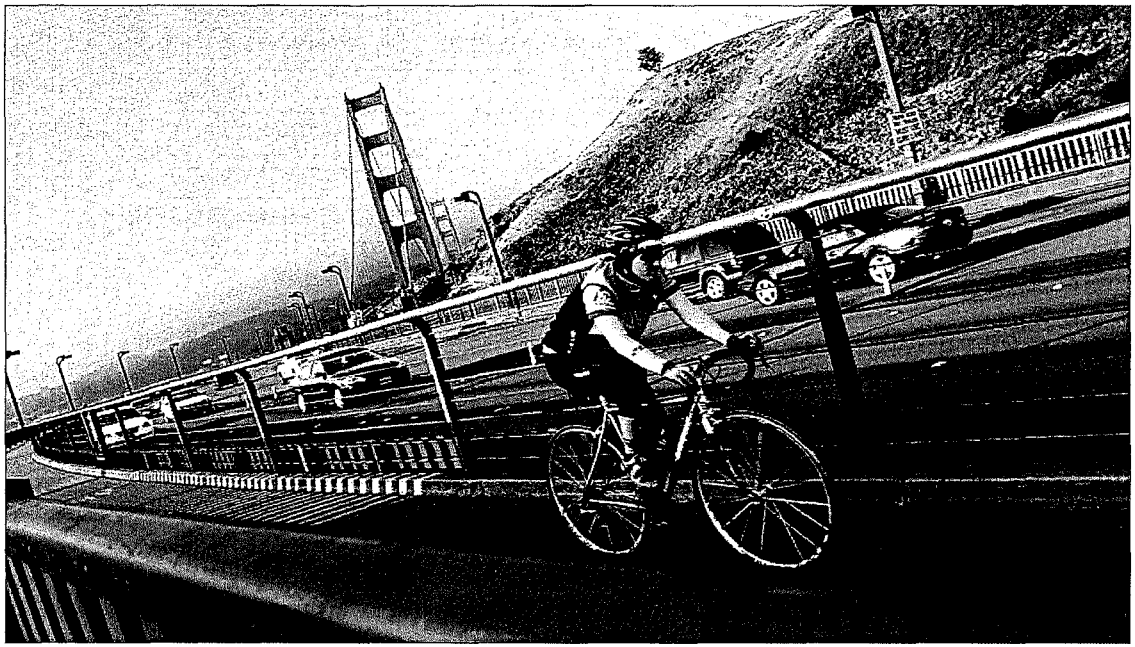
	Percent of Total
1 Probably Support	32%
2 Definitely Support	30%
3 Don't Know/No Answer	6%
4 Definitely Oppose	19%
5 Probably Oppose	14%
Total	100%

Spring 2008; 3,600 voters

Percents do not sum to Total due to rounding.

Sources: MTC; BW Research

> “In spirit, this plan is guided by the Three Es — Economy, Equity, Environment. In practice, it was shaped by the Three Cs — **Convergence, Collaboration** and **Consensus**. The convergence of issues, especially climate change, higher energy costs and focused growth, gave us our momentum. The unprecedented collaboration of the four major regional agencies widened our vision. And the broad consensus for change among many constituencies emboldened our actions. These are the secret ingredients of change in motion.”
>
> Steve Heminger, Executive Director, Metropolitan Transportation Commission



innovation — to look to technological progress as a key ally in the quest for better transportation performance. We think it will play a vital role.

Longer term, we look to the residents of the Bay Area for the kinds of changes in behavior — driving less, taking transit more often, living closer to work, and biking or walking when it makes sense — that can help the region reach the goals and performance objectives set out in this plan. As a region and a nation, we know that an awakened public can attempt and achieve dramatic behavioral change once the scope of a problem is known and well-recognized, and when the way forward is clear. The success of the campaign against smoking and the widespread acceptance and active practice of trash recycling are but two examples of how growing public awareness can lead to a commitment to change — with sweeping, society-wide shifts in behavior. We also place our hope in this phenomenon. Here, in the collective impact of individual actions multiplied 7 million times over, lies the true promise for “change in motion” for the Bay Area.

04-ATP2 Lombard Vision Zero At__chment I-2

OUTPUTS	
current peds	80,381
future peds no build yr 1	81,520
future peds no build yr 5	81,591
future peds with project yr 1	81,875
future peds with project yr 5	81,966
PERCENT INCREASE	2%
current bicyclists	657
future bikes no build yr 1	710
future bikes no build yr 5	713
future bikes with project yr 1	726
future bikes with project yr 5	730
PERCENT INCREASE	11%

INPUTS	reported count/growth/perecentage	annual count/growth/perecentage		population yr 1	population yr 2	population yr 3	population yr 4	population yr 5
current peds (peds along lombard corridor from model (http://transbasesf.org/transbase/)	80,000							
local			33,396	34,155	34,930	35,723	36,534	37,363
non-local			46,604	47,661	48,743	49,850	50,981	52,139
CONFIRMATION CHECK POINT				759	776	793	811	829
current bikes (https://www.sfmta.com/sites/default/files/reports/2015/SFMTA%202015%20Annual%20Bicycle%20Count%20Survey.pdf)	635							
population of census tracts within 1/2 mile buffer	69,576	69,576		71,155	72,771	74,422	76,112	77,840
population growth for project area census tracts	0.0227	0.0227						
delta				1,579	1,615	1,652	1,689	1,728
auto trips driven by San Francisco residents are less than one mile (SFMTA Travel Decision Survey 2014	0.15	0.15						
bicycle growth from 2011-2013	0.14	0.07						
vehicle mode share (SFMTA Travel Decision Survey 2014	0.48	0.48		758.10	775	793	811	829
transit mode share (SFMTA Travel Decision Survey 2014	0.25	0.25		395	404	413	422	432
ped mode share (SFMTA Travel Decision Survey 2014	0.23	0.23		363	372	380	389	397
CONFIRMATION CHECK POINT				759	775	793	811	829
bike mode share (SFMTA Travel Decision Survey 2014	0.02	0.02		32	32	33	34	35
other mode share (SFMTA Travel Decision Survey 2014	0.02	0.02		32	32	33	34	35
redistribution of share of trips less than 1 mile made by vehicle to transit, ped, bike, other		1.29						
transit		0.32		509	520	532	544	557
ped		0.30		468	479	490	501	512
bike		0.03		41	42	43	44	45
other		0.03		41	42	43	44	45

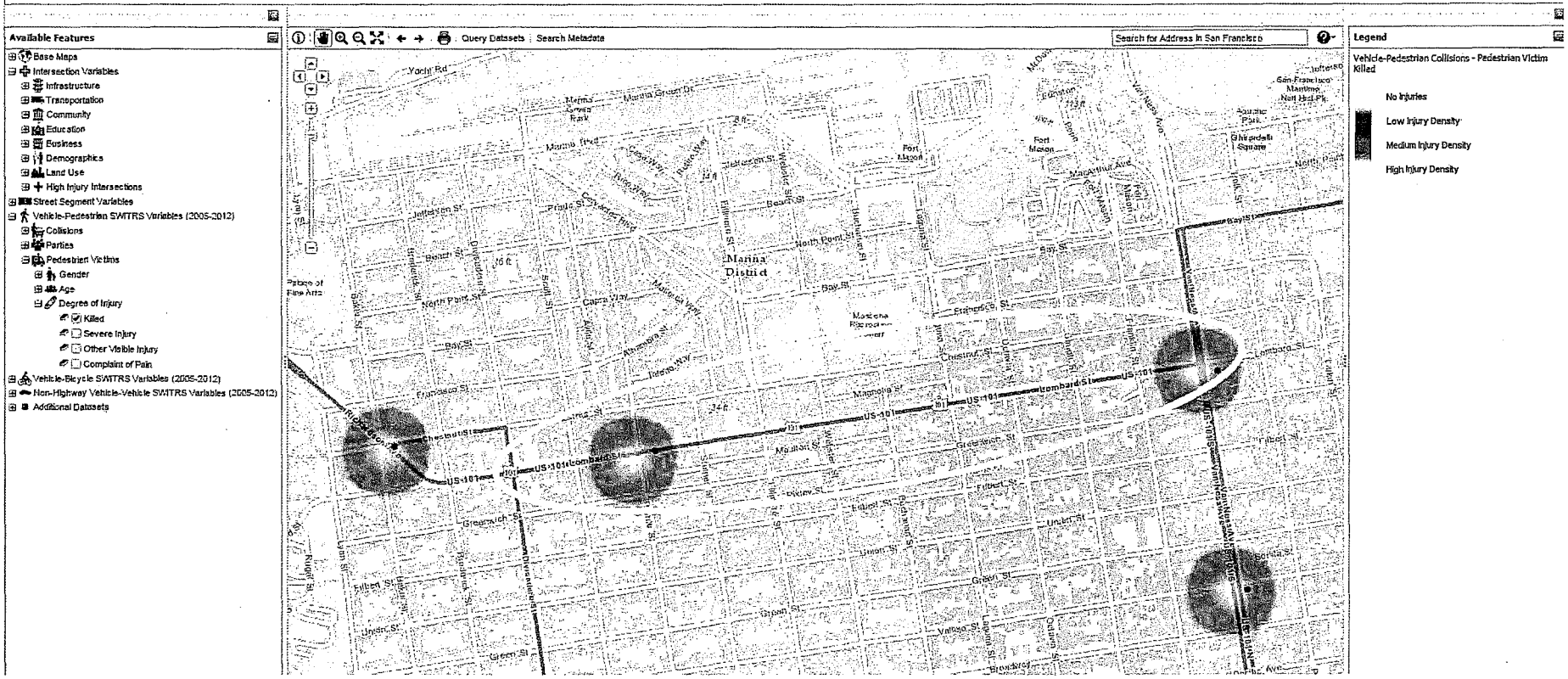
STUDENT INFO	Enrollment	within 1 mile of school					
Galileo HS	1940	10.0%		194	194		
Marina MS	793	2.2%		18	18		
Sherman ES	401	33.1%		133	133		
Yick Wo ES	265	75.5%		200	200		
	% walk		Existing				
		7.9%	153	153	153		
		1.5%	12	12	12		
		20.4%	82	82	82		
		50.3%	133	133	133		
	% bike						
		0.4%	8	8	8		
		0.4%	3	3	3		
		1.1%	4	4	4		
		2.5%	7	7	7		
	% walk		Forecasted (with redistribution)			DELTA	
Galileo HS		[illegible]	[illegible]	[illegible]	[illegible]	32	**assumes enrollment has limited growth potential so Yr1 and Yr5 estimates use same counts
Marina MS		[illegible]	[illegible]	[illegible]	[illegible]	2	
Sherman ES		[illegible]	[illegible]	[illegible]	[illegible]	44	
Yick Wo ES		[illegible]	[illegible]	[illegible]	[illegible]	57	
			Forecasted (with redistribution)				
Galileo HS		[illegible]	[illegible]	[illegible]	[illegible]	2	
Marina MS		[illegible]	[illegible]	[illegible]	[illegible]	1	
Sherman ES		[illegible]	[illegible]	[illegible]	[illegible]	2	
Yick Wo ES		[illegible]	[illegible]	[illegible]	10	3	

**assumes enrollment has limited growth potential so Yr1 and Yr5 estimates use same counts

**assumes enrollment has limited growth potential so Yr1 and Yr5 estimates use same counts

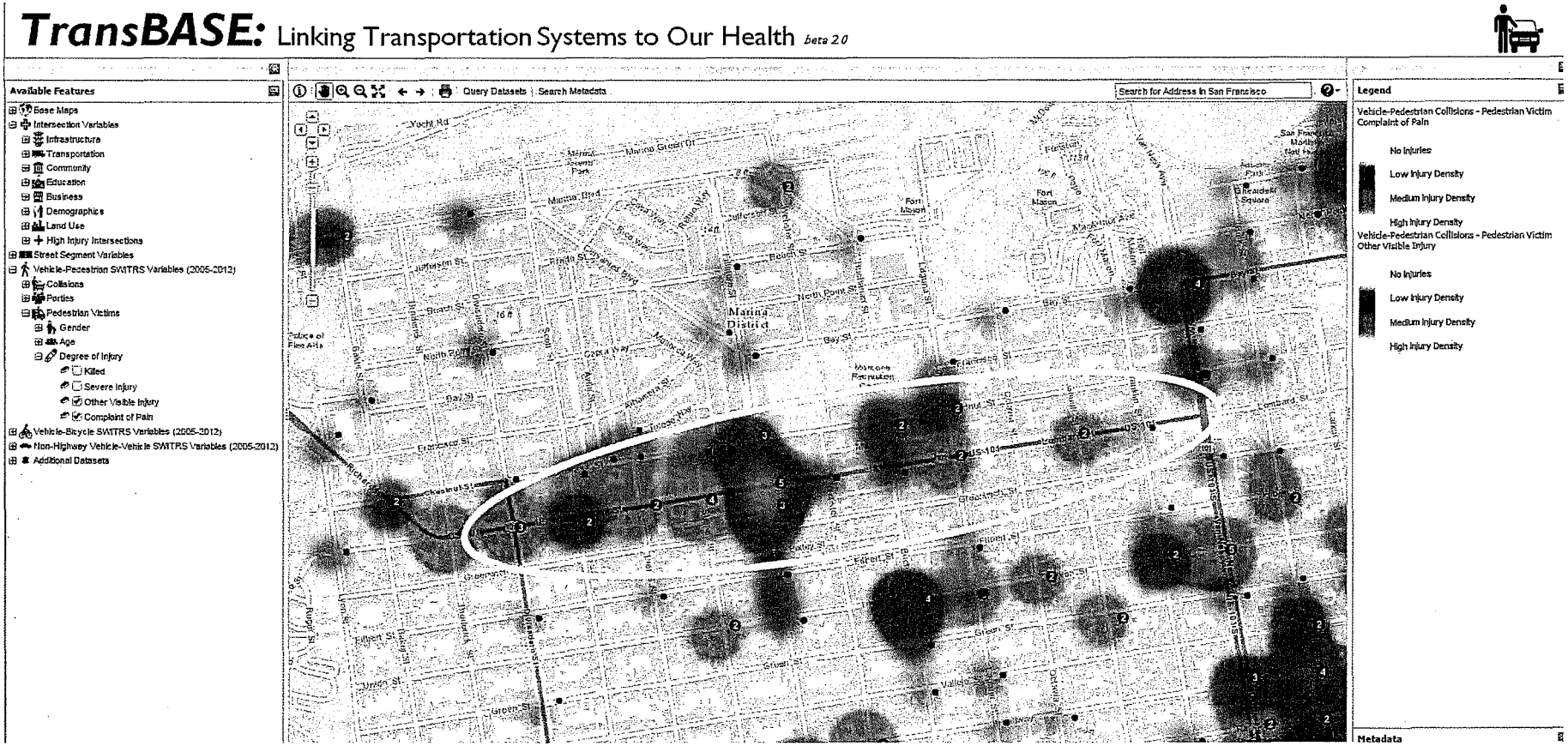
Pedestrian: Fatal Collisions

TransBASE: Linking Transportation Systems to Our Health *beta 2.0*

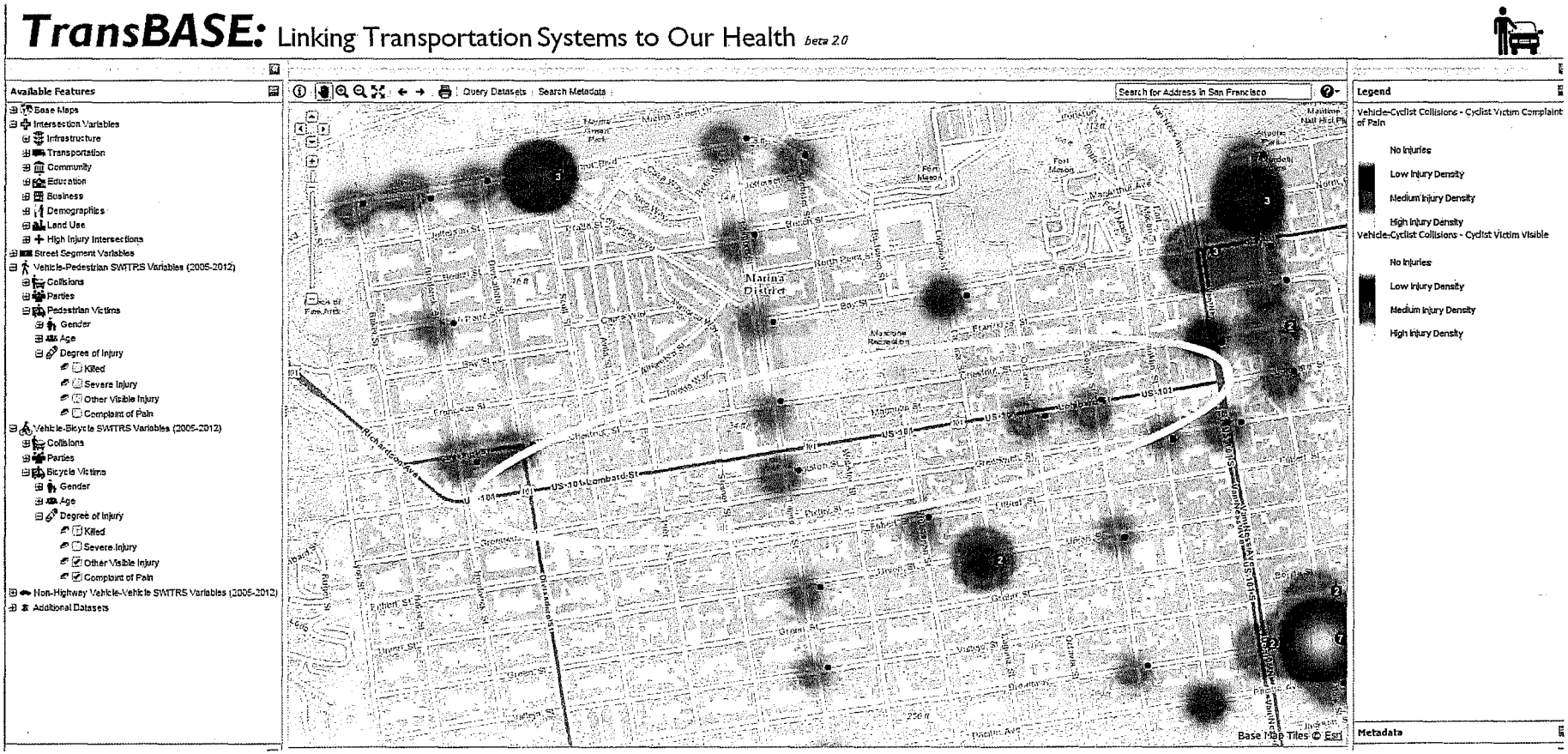


Pedestrian: Severe Collisions

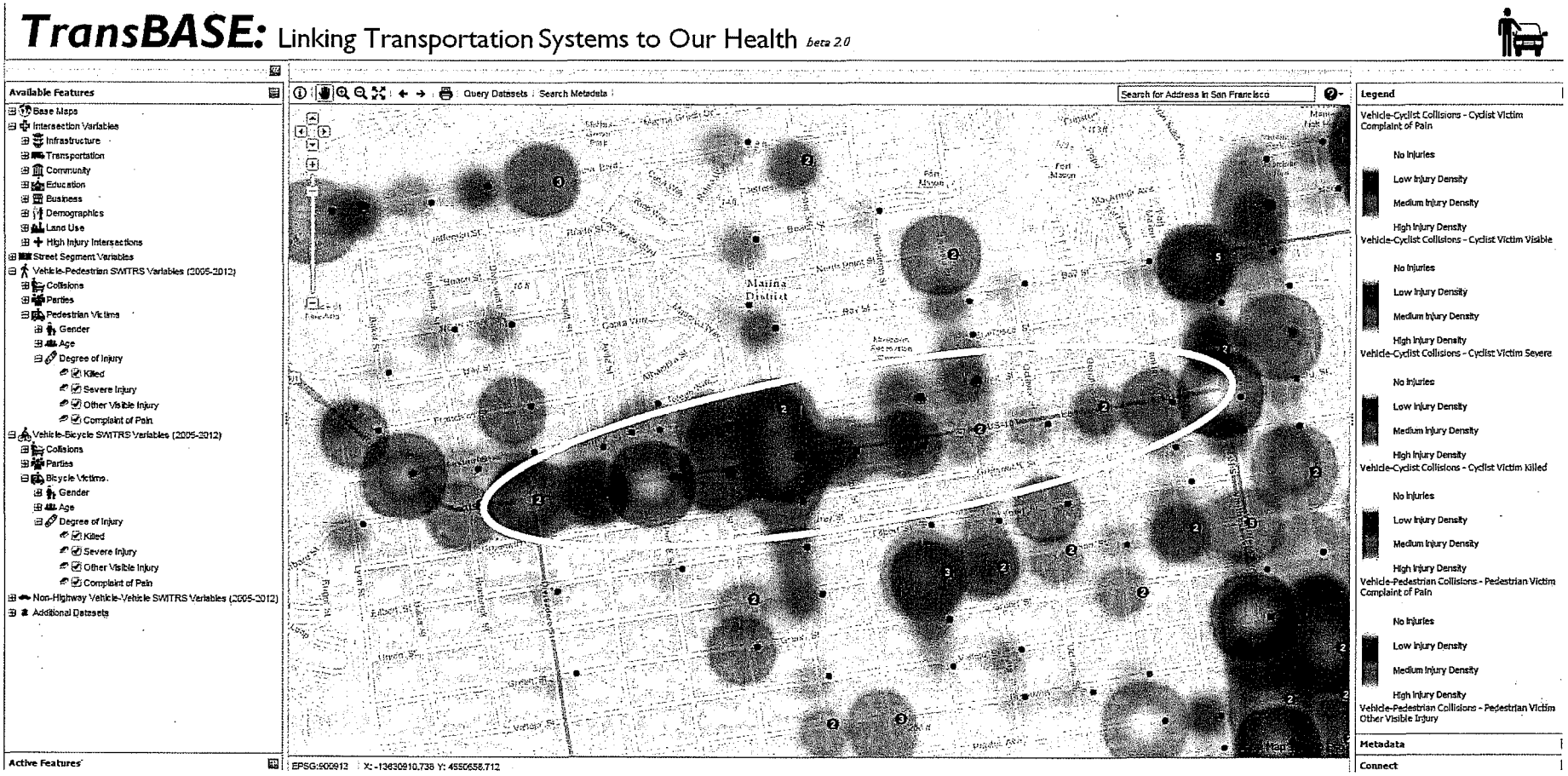
Pedestrian: Injury Collisions



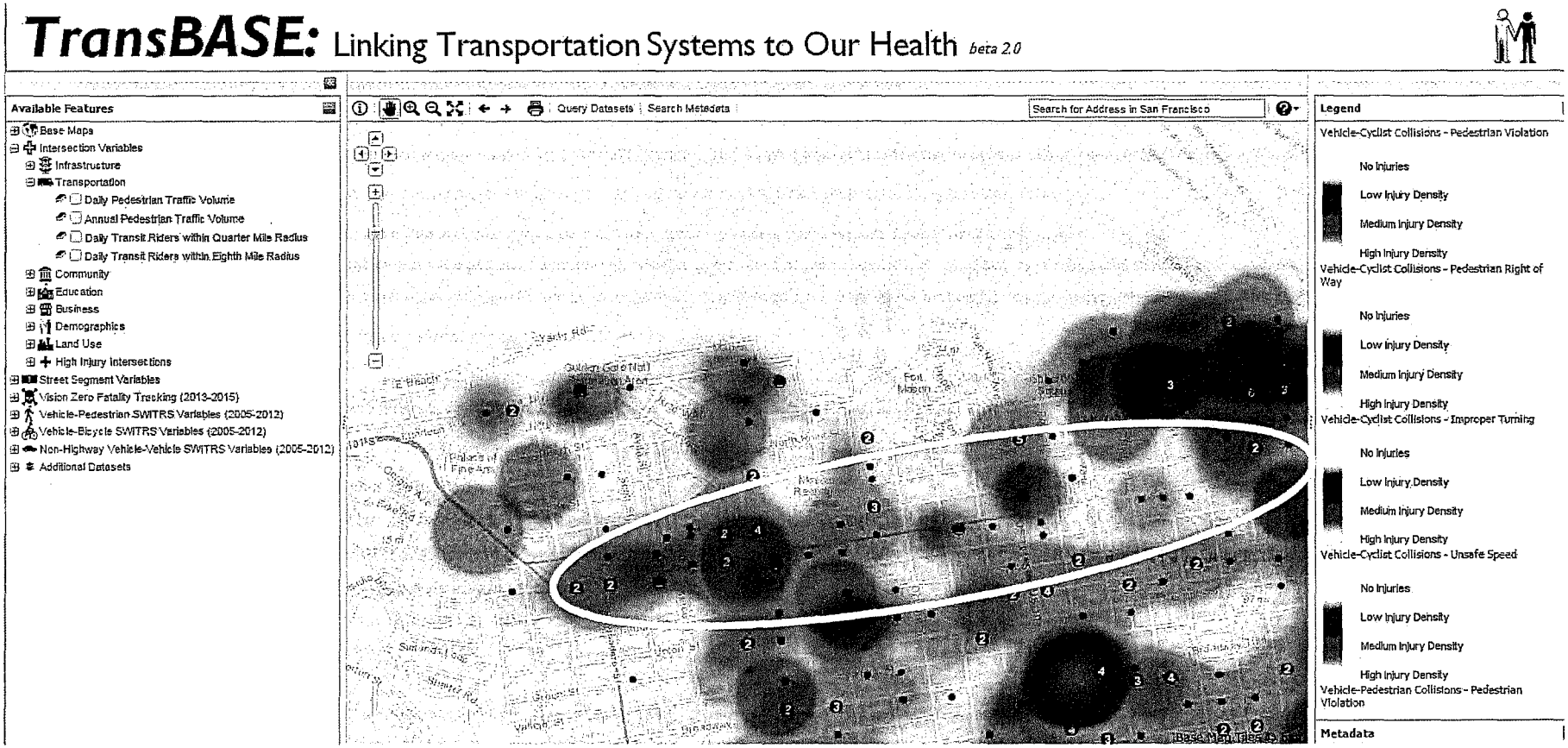
Bicycle: Injury Collisions (no fatal or severe within project area)



Composite of Pedestrian and Bicycle Collisions:



Primary Collision Factors: 29% unsafe speed, 15% pedestrian violation, 11% improper turning, 7% pedestrian right of way violation



Countermeasures to address collision factors:

- Curb extensions (pedestrian and bus bulbs): curb extensions will be located at the intersection into Lombard and in some cases into the cross-streets at five intersections: Divisadero, Pierce, Steiner, Fillmore and Laguna Streets. Both pedestrian bulbs and transit bulbs provide extra space at the intersection where crowding would occur as the intersection is where people congregate to cross the street. The bulbs also provide three other key benefits:
    1. Reduce crossing distance during which a pedestrian is exposed to vehicles
    2. Increases visibility of pedestrians to motorists and bicyclists and conversely for the pedestrian to see motorists and bicyclists
    3. Reduces speed of vehicle and bicycle around the bulbed corner

The transit bulb further improves transit safety by eliminating the need for the transit vehicle to pull out of traffic to the curb and pull back into traffic after passengers have boarded/alighted. Because of the existing lane widths of the parking lane and traffic lanes, vehicles should not be passing the transit vehicle even when they do pull to the curb per existing operations but the transit bulb will eliminate the opportunity for motorists to try to squeeze passed the bus.

Curb extensions decrease speeds by 7% to 14%; reduce overall severity rate, statistically significantly increase yielding and increase yielding distance.[1]

- Daylighting (parking removal immediately adjacent to intersection): in all locations adjacent to the intersections along Lombard Street where a curb extension was not deemed necessary, daylighting is proposed to improve visibility, again for pedestrians to motorists and bicyclists and conversely for the pedestrian to see motorists and bicyclists.

  Daylighting a crash reduction factor of 22 indicating collisions were reduced by 22% when installed.[2]

- Leading Pedestrian Interval: at three locations (Steiner, Fillmore and Webster Streets), leading pedestrian intervals are proposed to ensure pedestrian have even greater visibility to motorists and eliminates the conflict that emerges when there are higher turning movements and they are trying to find a space between pedestrians. With pedestrians initiating their crossing movement a few seconds before motorists are permitted, they are better able to clear the crosswalk and allow motorists to turn later in the signal phase without going between pedestrians.

  Leading Pedestrian Interval has a crash reduction factor ranging from 28.9-44.6 indicating collisions were reduced by to 44.6% when installed.[3]

- Continental Crosswalks: continental crosswalks will be installed at all crossing locations. The ladder design improves visibility of pedestrians when they are actually in the crosswalk such that this style is often referred to as a high visibility crosswalk.

  Continental Crosswalks have a crash reduction factor of 37 indicating collisions were reduced by 37% when installed.[4]

[1] Pedestrian and Bicycle Information Center Literature Review, http://www.pedbikeinfo.org/data/library/details.cfm?id=4414
[2] FHWA DATA Clearinghouse: http://www.cmfclearinghouse.org/detail.cfm?facid=4574
[3] FHWA Data Clearinghouse: http://www.cmfclearinghouse.org/detail.cfm?facid=1999; http://www.cmfclearinghouse.org/detail.cfm?facid=1994
[4] FHWA Data Clearinghouse: http://www.cmfclearinghouse.org/detail.cfm?facid=2697

- Advanced stop bar: Advanced stop bars will be located approximately 5 feet in front of the crosswalks on Lombard Street. Because Lombard Street is a multilane road such that a vehicle in lane 1 may impede the view of a vehicle approaching the intersection in lane 3, advanced stop bars allow all vehicle approaching the intersection a better view of the crosswalk and pedestrians in the crosswalk and discourages the possibility of a motorist encroaching into the crosswalk.

  Advanced stop bar results in overall reduction of conflict although no reduction of collision has been quantified at this time.[5]

[5] 67% reduction in conflict with signs, 90% reduction in conflict with sign AND yield line. SFMTA, cites walkinginfo.org; split out from "Advance stop or yield lines/red visibility curbs"; FHWA evaluates together with warning signs, SFMTA does not. Research indicates reduction in overall conflict, but does not specify reduction in collisions. The Lombard corridor is controlled with signals so the advanced yield bars, some of which already exist, supplement the intersection control device (i.e. traffic signal)

Invest In...

Lombard Street!

Community Meeting

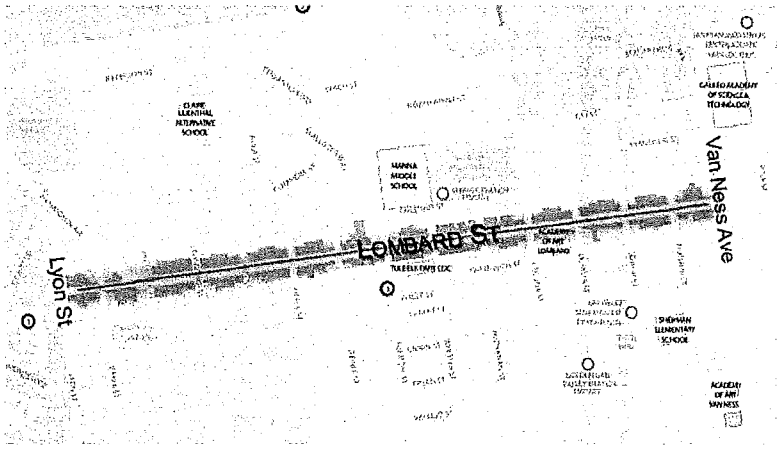
Business Support • Pedestrian Improvements • Road Resurfacing

Wednesday,

February 26, 2014

6:00 PM- 8:00 PM

Moscone Recreation Center
(1800 Chestnut Street)
San Francisco, CA



Join **Supervisor Mark Farrell** and **City Staff** to explore opportunities for Lombard Street.

* Provide input on:
  - transportation improvements,
  - upcoming City projects,
  - and opportunities to shape the future of your neighborhood.
* Learn about resources to strengthen local business.

SAN FRANCISCO
Office of Economic and Workforce Development

SFMTA
Municipal Transportation Agency

SAN FRANCISCO
PLANNING DEPARTMENT

For more information contact:
Catherine Stefani, Legislative Aide, Sup. Farrell's Office
415-554-7752
Catherine.stefani@sfgov.org

Diana Ponce De León
Office of Economic and Workforce Development
415-554-6136
diana.poncedeleon@sfgov.org

Invierta en la...

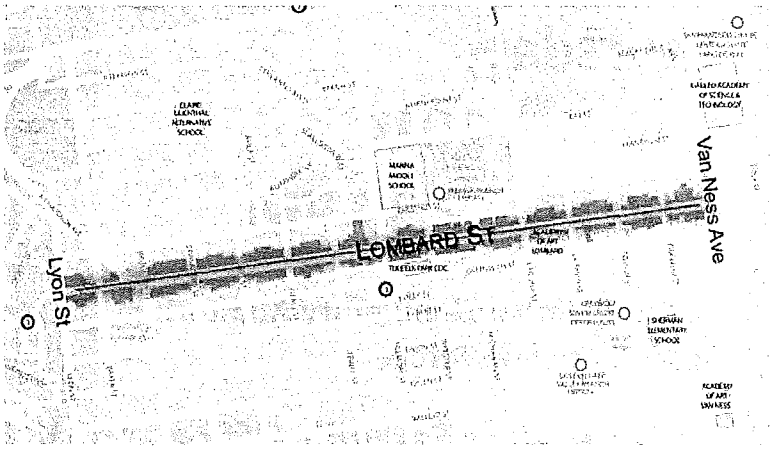
Calle Lombard!

Junta Comunitaria

Apoyo a su Negocio • Mejoras Peatonales • Restauración de la Calle

Miércoles,
26 de Febrero, 2013
6:00 PM- 8:00 PM

Moscone Recreation Center
(1800 Chestnut Street)
San Francisco, CA



Acompañe al **Supervisor Mark Farrell** y al **Personal de la Ciudad** y explore oportunidades para la calle Lombard.

* De sus ideas sobre:
  - Mejoras de transporte,
  - próximos proyectos municipales,
  - y oportunidades para influir el futuro de su comunidad.
* Aprenda sobre recursos disponibles para fortalecer a negocios locales.

SAN FRANCISCO
Office of Economic and Workforce Development

SFMTA
Municipal Transportation Agency

SAN FRANCISCO
PLANNING DEPARTMENT

Para más información contacte a:
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A Vision for Lombard Street

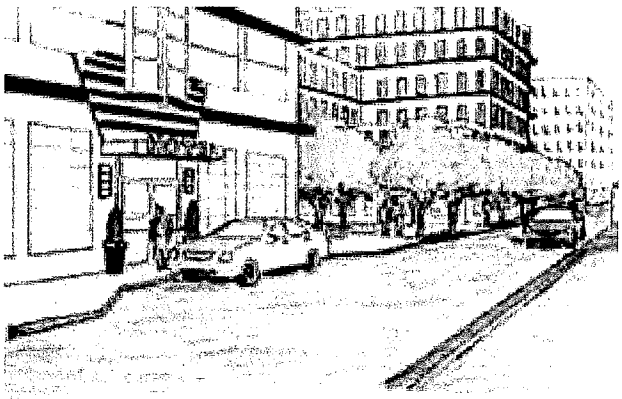
INVEST IN NEIGHBORHOODS
SAN FRANCISCO

http://investsf.org/

Community Meeting

Business Support • Pedestrian Improvements • Road Resurfacing

Thursday,
June 5th, 2014
6:00 PM- 7:30 PM



Claire Lilienthal Elementary Auditorium
3630 Divisadero Street

Join **Supervisor Farrell's Office** and **UC Berkeley Graduate Students** in exploring a new vision for Lombard Street.

- UC Berkeley graduate students focused on Lombard Street as the subject of a planning studio.
- Listen to student presentations, findings and ideas.
- Get an update on City's next steps for Lombard.

SAN FRANCISCO
Office of Economic and Workforce Development

SAN FRANCISCO
PLANNING DEPARTMENT

SFMTA
Municipal Transportation Agency

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A Vision for Lombard Street

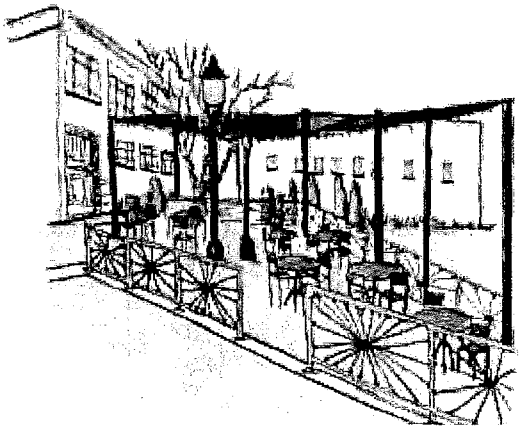
INVEST IN NEIGHBORHOODS SAN FRANCISCO

http://investsf.org/

Hotel Study Presentation

Tuesday
February 17th, 2015
12:00 PM- 1:30 PM

Reed and Greenough Bar
3251 Scott Street



Join the **Office of Economic and Workforce Development and Supervisor Mark E. Farrell**

- Learn about the opportunities for **Hotel Properties** on Lombard Street.
- Learn about City investments in the area.
- Give us your input.

SAN FRANCISCO
Office of Economic and Workforce Development

MARK FARRELL
DISTRICT 2 SUPERVISOR

Diana Ponce De León
Office of Economic and Workforce Development
415-554-6136
diana.poncedeleon@sfgov.org

www.LBMASF.com 1600 LOMBARD Business Merchants Association

Invest In Neighborhoods Sign-In List

INVEST IN NEIGHBORHOODS SAN FRANCISCO

Meeting: Lombard Street **Date:**

	Name	Email	Phone	Affiliation
1	[illegible]	[illegible]@att.net	415-567-7155	Committ[illegible] Lombard St Hosts [illegible]
2	Ph[illegible] [illegible]ouglass	phoebelittle@hotmail.com	415-885-5688	RAN
3	EVE SOLOMON	cve2836@yahoo.com	415-929-7273	
4	Lucia Sommers	2393 Filbert St lucia.sommers@ucsf.edu		
5	Ryan Greene	ryan@sfcta.org		Transportation Authority
6	John Montgomery	3002 Pierce St	415-562-1514	
7	ROBERT K. BRAGA	bobtheprince@hotmail.com	415-971-5884	Democratic Party
8	DESHLER WHITING	deshlerwhiting@att.net	415-390.1189	Longtime resident
9	WALT [illegible]	WALT.[illegible]@ASM.CA.GOV	415-557-2312	Asm. Phil Ting
10	Doug Thoms	DThoms@TREAL.ca	415 990 8050	Resident
11	Liz Biagini	elisabettabiagini@yahoo.com	415 389-3683	Resident
12	Paul Ferrera	FerreraP@gmail.com	610-751-0812	Resident
13	Mark Best	mbest@cbnorcal.com	(415) 447.8708	business mgr
14	John Grauel	john@carbonrose.com		Resident
15	BRADLEY SUGARMAN	mail@sugarworksdesign.com	415-488-5574	RESIDENT
16				
17	Awadalla	awadalla@sbcglobal.net	(415) 720-5680	LBMA
18	MICHAEL WILLIAMS	MFWASSOCIATES94123@YAHOO.COM	(415) 940-1293	Resident/consultant
19	Eleanor Leshner	eleanor.leshner@gmail.com	443-994-6963	UC Berkeley
20				
21				
22				
23				
24				
25				

ATP2 Lombard Vision Zero Attachment I-5

Invest In Neighborhoods Sign-In List

Meeting: Lombard Street **Date:**

	Name	Email	Phone	Affiliation
1	Ernest A Filippi		415 346 5749	
2	Stout, C.E.	zautumnmist241@msn.com	—	—
3	Marilyn Hughes	marilynh94123@yahoo.com	415-474-1606	
4	Cande Cuvillier	cande@cuvcon.com	415 922 1133	
5	Kent Redwine	Kent.Redwine@gmail.com	415 254 1890	
6	Dick Robinson	Robinsond7@aol.com	415 731 8750	
7	Laura "Lori" Gillegan	23. ←	992 15 73	
8	Lesley Leonhardt	LL@IMAGESNORTH.COM	673 1273	USA
9	Gene Brocacci		346 0919	
10	Joan Brocacci		345 8559	
11	Vyomesh Patel	paag9112@gmail.com	286-7879	
12	Carline Au	carlineau@berkeley.edu		
13	Barbara Hebart	barbarahebar@sbcglobal.net	923 [illegible]	
14	Janice Park	janice.park@berkeley.edu	[illegible]	UC Berkeley
15				
16				
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19				
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21				
22				
23				
24				
25				

Invest In Neighborhoods Sign-In List

Meeting: Lombard Street **Date:**

	Name	Email	Phone	Affiliation
1	CYRIL YU	CYRIL.W.YU@GMAIL.COM	415-948-9279	SFDBI
2	IRENE	iy8278@YAHOO.COM	415-595-8278	
3	CARSON Y	iyu8278@gmail.com	415-871-8278	
4	Diane LeBow	Diane@DianeLebow.com	415-948-7307	Cow Hollow Assoc
5	Paula Boyce	[illegible]@all.net		
6	Lois M. Fiedler	LoisFiedler@aol.com	415-346-7665	
7	Anne Lewis	anne lewis	415-819-2507	neighbor
8	Robert Bardell	bobbardell@comcast.net	415 [illegible]	Golden Gate Valley
9	Kate & Kristen Jorgensen	KeJorgensen@gmail.com	916 835 4035	Neighbor
10	[illegible] Seropian	Seropian@AOL.com	415 823 6458	Prop Owner
11	FRANK PISCITELLI	nhccfp2@Comcast.net	510 853 4375	homeowner
12	Luis Galvez	luis.galvez@gmail.com	415 754 3123	homeowner
13	R. MARTELLI	N/A	415-567-8108	TAX PAYER-Capital Tax
14	STEVE BROWN	StevenFbrown@yahoo.com		homeowner
15	Roger Kuhn	RKUHN@MARINAPET.com	415 306 2949	Business Owner
16	Laurie Berk	lbkerester@gmail.com	415 673-9540	homeowner
17	Brian Kerester	bkerester@gmail.com	"	"
18	Irene Diamond	Irene@DiamondWellness.com	415 921 1290	Diamond Wellness Ctr.
19	Devon Johnson	DPJ@FangJohnson.net	415-674-1133	Homeowner
20	Julie Burdick	jburdick@shorenstein.com	415-772-7142	Developer
21				
22				
23				
24				
25				

Communications Plan: Lombard Corridor Safety Project

SFMTA
Municipal Transportation Agency

SFMTA.COM

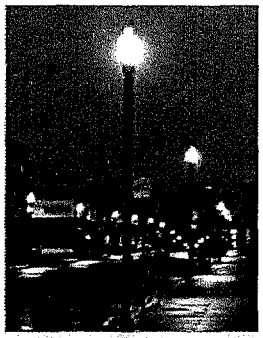
Audience
Who else is affected if your project is implemented?

- Key Property Owners/Groups
  1. Hotel Council
  2. Anza Vista Neighborhood Association
  3. Cow Hollow Association
  4. Chestnut Merchants Association
  5. Golden Gate Valley Neighbors Association
  6. Fisherman's Wharf Merchants Association
  7. Ghirardelli Square
  8. SF Travel
  9. Hotel Council
  10. Laurel Heights Improvement Association
  11. Laurel Village Merchants Association
  12. Lombard Hill Improvement Association
  13. Marina Community Association
  14. Marina Merchants Association
  15. Marina Cow-Hollow Neighbors and Merchants
  16. Neighborhood Association for Presidio Planning
  17. Pacific Heights Residents Association
  18. Presidio Heights Association of Neighbors
  19. Russian Hill Neighbors
  20. Russian Hill Improvement Association
  21. Palace of Fine Arts
  22. Fort Mason
  23. International Institute
  24. Moscone Recreation Center
- Advocacy /Interested groups:
  1. SFBC
  2. Walk SF
  3. Transit Rider's Union
  4. Senior and Disability Action
  5. Community Housing Partnership
  6. SF.citi (Citizens Initiative for Technology and Innovation)
  7. Livable City
  8. Lighthouse for the Blind
  9. Taxi Driver's Union
  10. Rideshare companies
  11. Commuter Shuttles
- Intercity/ State Coordination:
  12. DPW
  13. PUC
  14. CalTrans

SAFETY STRATEGIES

POTENTIAL FOCUS AREAS

Pedestrian Street Lighting	1
Police Presence	2
Graffiti Prevention	
Business Watch Program	1
Your Idea- *Rules and policies for coaches parking at muni bus stops*	2
Your Idea- *Prevent homeless from sleeping at bus stops and sidewalks*	2
Your Idea	
Your Idea	
Your Idea	
Your Idea	
Your Idea	
Your Idea	
Your Idea	



Pedestrian Lighting

STREET BEAUTIFICATION

POTENTIAL FOCUS AREAS

Plant More Trees or Replace Existing Trees with More Appropriate Trees	13
Street and Sidewalk Cleanliness	8
Sidewalk Repairs	6
Public Art and Murals	
Increase Street Greening (Sidewalk plantings, planters etc.)	10
Create Public Spaces (Seating Areas/Parklets)	12
Your Idea- *Keep vagrants out of bus shelters*	1
Your Idea- *Incentive for owners with property which fronts Lombard to remodel, build to full potential(i.e. plan review, reduction in planning/building dept fees)*	3
Your Idea- *Widen sidewalks & reduce parking*	1
Your Idea- *Have all through traffic on Lombard in tunnel underground*	1
Your Idea	

Trees

BUSINESS ASSISTANCE, RETENTION, & ATTRACTION STRATEGIES

POTENTIAL FOCUS AREAS

Attract New Businesses	2
What type, write in?	
City Assistance Programs for Small Business (marketing, loans, façade)	5
City Permitting Assistance for Small Businesses	4
Commercial Corridor Identity and Branding	4
Business Guide	
Partner with Local Hotels to Promote Local Businesses	2
Community Events and Activities	*Farmers Market*
Pedestrian Wayfinding Signage	1
Commercial Corridor Web Support	1
Your Idea- *Put through traffic underground*	6
Your Idea-*Increase residential height limit/ keep 40' height limit*	1
Your Idea- *Increase residential unit residency*	2
Your Idea- *reduce retail space on Lombard*	1
Your Idea- *active noise cancellation*	2

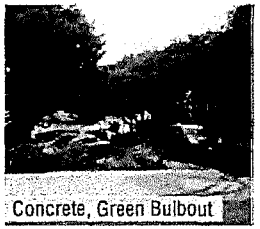
Community Events

Identity and Branding

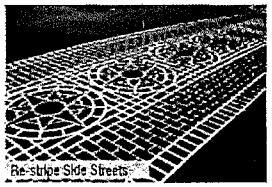
TRANSPORTATION, STREET DESIGN & PARKING

POTENTIAL FOCUS AREAS

Improve Public Transit Efficiency and Conditions	4
Increase Pedestrian Safety	8 *Longer walk lights*
Add Bicycle Facilities (Bike Lane)	
Add Bicycle Facilities (Bike Racks)	1
Increase or Maintain Access to Parking on Lombard Street	1
Vehicular Wayfinding Signage	
Unique Pedestrian Crosswalks	2
Green Bulbouts- No room	7 *will cause traffic behind the bulb out*
Increase Width of Pedestrian Realm/Sidewalk	6 *get rid of street parking add some hidden parking garages*
Your Idea- *No left turns ever*	3
Your Idea- *Bus shelters S. side of Lombard*	1
Your Idea- *All commuter buses must use Lombard*	1



Concrete, Green Bulbout



Re-stripe Side Streets

Lombard Street Should Be A Place That...

Is the only route for commuter buses in the neighborhood.

Is more friendly to pedestrians and has more greenery

Has larger pedestrian space to walk, dine etc.

We should be proud of

You feel safe in

Should be a destination not a thoroughfare

Today Lombard Street Is A Place That...

Has too much retail space.

Is a highway

I run my business Diamond Wellness Center 1841 Lombard, Busy traffic, noise, dirty/trash

Has too much vacant retail space (only 9 vacancies)

Is not maintained by City or private owners

Is well traveled by tourists- impression of our city

You feel like a loser if you are on it

The homeless and prostitution like to inhabit

Attachment I-8

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Monday, May 18, 2015 12:14 PM
To: Lui, Mark; 'inquiry@atpcommunitycorps.org'
Cc: Hunter, Mari E; Alonso, Rachel; ATP@CCC; Hsieh, Wei@CCC; Arzaga, Frank@CCC; Notheis, Larry@CCC
Subject: RE: ATP2 Lombard Safety Project-CCC Submittal

Hi Mark,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Lui, Mark [mailto:Mark.Lui@sfmta.com]
Sent: Friday, May 15, 2015 3:56 PM
To: ATP@CCC; 'inquiry@atpcommunitycorps.org'
Cc: Hunter, Mari E; Alonso, Rachel
Subject: ATP2 Lombard Safety Project-CCC Submittal

Good Afternoon Wei & Danielle,

We are submitting the required ATP application information for our ATP Lombard Safety Project.

Please let us know whether the CCC/CALCC is able to partner with SFMTA on the attached project.

Please contact us at mark.lui@sfmta.com or 415.701.4450 if you have questions about the project.

Thank you,

Mark Lui
SFMTA Finance

(This is the 1st of 6 applications that SFMTA and SFDPW will be submitting to the CCC for evaluation.)

- **Project Title:** Lombard Corridor Safety Project
- **Project Description:** Lombard Street, between Van Ness and Richardson Avenue, is a high injury corridor for pedestrians and motorists. To improve safety for all users and particularly our most vulnerable users—pedestrians and bicyclists—the Lombard Corridor Safety Project proposes curb extensions (pedestrian and transit bulbouts), paint treatments at the intersection to provide greater visibility (e.g. continental crosswalks, daylighting and advanced stop bars) and signal timing improvements. By creating a safer corridor, more people will be encouraged to walk and bicycle improving personal health and the environment.
- **Project Map:** attached
- **Preliminary Plan & Example Cross-Sections:** attached
- **Detailed Estimate:** attached
- **Project Schedule:** attached

Attachment I-8

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Friday, May 22, 2015 4:05 PM
To: Lui, Mark
Cc: atp@ccc.ca.gov; Hunter, Mari E; Alonso, Rachel
Subject: Re: ATP2 Lombard Safety Project-CCC Submittal

Hi Mark,

Debra Gore-Mann of the San Francisco Conservation Corps has responded that they are able to assist with the streetscape and the public outreach elements of your project.

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Debra (dgoremann@sfcc.org) directly if your project receives funding.

Thank you!

On Fri, May 15, 2015 at 3:55 PM, Lui, Mark <Mark.Lui@sfmta.com> wrote:

Good Afternoon Wei & Danielle,

We are submitting the required ATP application information for our ATP Lombard Safety Project.

Please let us know whether the CCC/CALCC is able to partner with SFMTA on the attached project.

Please contact us at mark.lui@sfmta.com or 415.701.4450 if you have questions about the project.

Thank you,

Mark Lui

SFMTA Finance

(This is the 1st of 6 applications that SFMTA and SFDPW will be submitting to the CCC for evaluation.)

- **Project Title:** Lombard Corridor Safety Project

- **Project Description:** Lombard Street, between Van Ness and Richardson Avenue, is a high injury corridor for pedestrians and motorists. To improve safety for all users and particularly our most vulnerable users—pedestrians and bicyclists—the Lombard Corridor Safety Project proposes curb extensions (pedestrian and transit bulbouts), paint treatments at the intersection to provide greater visibility (e.g. continental crosswalks, daylighting and advanced stop bars) and signal timing improvements. By creating a safer corridor, more people will be encouraged to walk and bicycle improving personal health and the environment.

- **Project Map:** attached

- **Preliminary Plan & Example Cross-Sections:** attached

- **Detailed Estimate:** attached

- **Project Schedule:** attached

--
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

Attachment J

Letters of Support

OFFICE OF THE MAYOR
SAN FRANCISCO

EDWIN M. LEE
MAYOR

May 27, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Re: Support for San Francisco's Active Transportation Program Applications

To Whom It May Concern:

On behalf of the City and County of San Francisco, I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA) four applications and the Department of Public Works' (DPW) two applications in response to the Active Transportation Program's (ATP) call for projects.

San Francisco's proposed projects will enable the implementation of treatments needed to increase walking and cycling in the City and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of important safety measures including pedestrian signals, signs, lighting, curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, this package of projects will provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on City streets by 2024.

I enthusiastically support these applications and respectfully urge the Department to recommend the awarding of ATP funds, which will result in increased safety through a reduction of behaviors that most threaten the lives of people walking and biking in our City.

Thank you for your consideration. If you have any questions, please feel free to contact Gillian Gillett, my Director of Transportation Policy, at (415) 554-4192 or gillian.gillett@sfgov.org.

Sincerely,

Edwin M. Lee
Mayor

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

Member, Board of Supervisors
District 3

City and County of San Francisco

JULIE CHRISTENSEN

May 5, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

As Supervisor for San Francisco's District 8, transportation and safety has been one of my top priorities. I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact my office at 415-554-7450.

Sincerely,

Julie Christensen
Member, San Francisco Board of Supervisors

Member, Board of Supervisors
District 10

City and County of San Francisco

MALIA COHEN
馬莉亞郭嫻

May 5, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, I believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

I represent San Francisco's Southeastern neighborhoods of; Bayview - Hunters Point, Visitacion Valley, Potrero Hill and Dogpatch collectively - District 10. District 10 is home to an ever growing bicycle and pedestrian community that has advocated for years to become more integrated into the San Francisco public transportation planning and system. The approval of both the project proposals from the Municipal Transportation Agency and Department of Public Works will go a long way towards helping these efforts.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact my office at 415.554.7670 or by email at malia.cohen@sfgov.org.

Sincerely,

Malia Cohen
Member, Board of Supervisors

Member, Board of Supervisors
District 2

City and County of San Francisco

MARK E. FARRELL

May 26, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for Active Transportation Program Applications

To Whom It May Concern:

I writing to you today to ask for your support of the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects, and specifically the proposed Lombard Street improvements in my District, will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

As a member of the Board of Supervisors and the San Francisco County Transportation Authority, I have been an advocate for more resources necessary to meet our City's transit first and vision zero goals and policies.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

City Hall • 1 Dr. Carlton B. Goodlett Place • Room 244 • San Francisco, California 94102-2489 • (415) 554-7752
Fax (415) 554-7843 • TDD/TTY (415) 554-5227 • E-mail: Mark.Farrell@sfgov.org

Member, Board of Supervisors
District 2

City and County of San Francisco

MARK E. FARRELL

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact Jess Montejano on my staff at Jess.Montejano@sfgov.org

Sincerely,

Mark Farrell
Member, San Francisco Board of Supervisors

City Hall • 1 Dr. Carlton B. Goodlett Place • Room 244 • San Francisco, California 94102-2489 • (415) 554-7752
Fax (415) 554-7843 • TDD/TTY (415) 554-5227 • E-mail: Mark.Farrell@sfgov.org

May 26, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

SFMTA's proposed projects will help improve safety for all transportation modes, and especially for pedestrians and bicyclists. These projects include: pedestrian signals, signs, lighting, curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

In 2014, I led an effort, along with SFMTA, the Mayor and the unanimous support of my colleagues, to secure a $500 million general obligation bond through voter approval to invest in essential transportation infrastructure. This funding will improve transit through the Muni Forward initiative, modernize Muni maintenance facilities, install pedestrian safety features on our most dangerous streets, and increase our bicycle network. The positive response by voters in supporting the general obligation bond demonstrates a huge desire from our community to invest in infrastructure improvements to make all transportation modes safe and reliable.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds for these projects. Funding for these projects will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact our office at (415) 554-7460.

Sincerely,

Katy Tang
Supervisor, District 4
City and County of San Francisco

Member, Board of Supervisors
District 8

City and County of San Francisco

SCOTT WIENER
威善高

May 26, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

As a member of the Board of Supervisors and the Chair of the San Francisco County Transportation Authority, I've been a leading advocate for increasing investment in public transportation, expanding our bicycle network, and investing in pedestrian safety projects. Encouraging diverse modes of transportation and prioritizing street safety is essential to fulfilling San Francisco's Transit First policy. As San Francisco's population grows and our streets become more crowded, we must implement good public projects that encourage and promote the use of a variety of modes of transportation.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact Jeff Cretan in my office at jeff.cretan@sfgov.org.

Sincerely,

Scott Wiener

Scott Wiener
Member, Board of Supervisors

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

May 26, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for the San Francisco Public Works' Lombard Street Improvements Project Active Transportation Program Application

To Whom It May Concern:

The San Francisco County Transportation Authority (Transportation Authority) is pleased to support the San Francisco Public Works' (SFPW) Lombard Street Improvements Project application, which has been submitted in response to the Active Transportation Program's (ATP's) call for projects.

The proposed project will encourage more active modes of transport and improve safety for all people traveling along and across Lombard Street (U.S. Route 101), whether by walking, bicycling, walking to their transit stop, or driving. Consisting of quick-to-implement and cost-effective improvements, the project will include curb extensions (pedestrian and transit bulbs), parking removal at intersections between Van Ness Avenue and Richardson Avenue, signal timing improvements, advanced stop bars and high visibility crosswalks.

Plan, Fund, Deliver

By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

Created in 1989, the Transportation Authority is responsible for long-range transportation planning for the San Francisco, and analyzes, designs and funds improvements for San Francisco's roadway and public transportation networks. The Transportation Authority administers and oversees the delivery of the Prop K half-cent local transportation sales tax program and the Prop AA local vehicle registration fee, both which support Safe Routes to School and other pedestrian and bicycle safety projects. It also serves as the designated Congestion Management Agency for San Francisco under state law, and acts as the San Francisco Program Manager for a number of state and regional grant programs.

On behalf of the Transportation Authority, I enthusiastically support SFPW's Lombard Street Improvements Project and respectfully urge the Department to recommend award of ATP funds to this project. Funding for this project will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

Thank you for your consideration of the SFPW's application. If you have any questions please feel free to contact Mike Pickford (415) 522-4822 or mike@sfcta.org.

Sincerely,

Tilly Chang
Executive Director

cc: E. Housteau, M. Lui, J. Goldberg – SFMTA
R. Alonso - SFPW
MEL, DU, AL, AC, MP, SB

WALK SAN FRANCISCO

May 20, 2015

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for Active Transportation Program Applications

To Whom It May Concern:

Walk San Francisco is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

Walk San Francisco is the City's pedestrian advocacy organization. Our mission is to make walking safer so our city is healthier and more livable. We lead a community-based Vision Zero Coalition of over 40 organizations committed to ending traffic deaths in our City. Together, the community, city—and hopefully the State with your support of these programs—are creating a model for other cities across the United States to follow.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend awarding ATP funds to these projects. Funding for these projects will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our city.

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact me at the phone number provided below, or via email at nicole@walksf.org.

Sincerely,

Nicole Ferrara

Nicole Ferrara
Executive Director

433 Natoma Street, Suite 240 | San Francisco, CA 94103
415.431.WALK | **walksf.org**

San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

May 19, 2015

Teresa McWilliam
California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for SFMTA and SFPW's Active Transportation Program Applications

Dear Ms. McWilliam:

The San Francisco Board of Supervisors' Bicycle Advisory Committee (BAC) is pleased to support the San Francisco San Francisco Municipal Transportation Agency's (SFMTA's) four applications and San Francisco Public Works' (SFPW's) two applications that they will be submitting in response to the Active Transportation Program's (ATP's) call for projects for:

- Lombard Street Improvements (SFPW)
- John Y. Chin Safe Routes to School (SFPW)
- Market Street Signal Retiming (SFMTA)
- Southeast SF Multimodal Safety and Transit Reliability Upgrades (SFMTA)
- Pedestrian Wayfinding (SFMTA)
- Vision Zero SF: Safer Intersections (SFMTA)

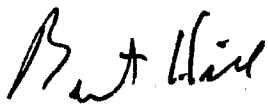
The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian & bicycle signals, signs, lighting, pedestrian extensions and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

The BAC meets to consider bicycle transportation projects and policies to make recommendations to the Board of Supervisors, the Municipal Transportation Agency, the County Transportation Authority, the San Francisco Police Department, and other City and County of San Francisco agencies. Our projects include oversight and facilitation of the five-year Bicycle Plan Update, cooperative initiatives with bicycle / pedestrian / senior advocacy organizations, overseeing implementation of civil grand jury recommendations, recognition of individuals & policies that benefit bicycling, and direct intervention in support of citizen complaints in bicycle-related issues.

On behalf of the San Francisco Bicycle Advisory Committee, we support the SFMTA's and SF PW's applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Your funding will result in increased walking and bicycling, with improved safety through a reduction of behaviors that most threaten the lives of all people using our city streets.

Thank you for your consideration of the SFMTA's and SFPW's application. If you have any questions please feel free to contact me at 415.672-3458.

Yours in Safe Transportation,



Bert Hill, Chair
SF Bicycle Advisory Committee
echill@sfhills.org
415-672-3458 Mobile/Text

Attachment K: Additional Attachments
Not Applicable

2b. Regional Competitive ATP Supplemental Form

Metropolitan Transportation Commission

Cycle 2 Regional Competitive Active Transportation Program (ATP)

Supplemental Project Application

March 26, 2015

SUPPLEMENTAL QUESTIONS

In addition to the Statewide ATP Application Form, applicants interested in applying for regional competitive ATP funds must include answers to these supplemental questions. Additional information on the MTC regional competitive ATP and application materials is available at: http://www.mtc.ca.gov/funding/ATP.

PROJECT INFORMATION

Applicant Agency: San Francisco Public Works

Project Title: Lombard Street Vision Zero Project

ATP $ Requested: $3,799,528

Applied for State ATP? [Y]

Same scope/cost as State App.? [Y]

If you answered "No" to the above question, please explain (below or on separate page).

SCREENING CRITERIA

1. BENEFIT TO REGION'S COMMUNITIES OF CONCERN

The MTC region has adopted a measure to define Disadvantaged Communities known as "Communities of Concern". Refer to pages 5-6 of the Regional Competitive ATP Guidelines, Attachment A for more information (see http://www.mtc.ca.gov/funding/ATP).

Benefit to Region's Communities of Concern (this question will be used for screening criteria only to determine if the region meets the state 25% programming goal for projects that benefit disadvantaged communities).

a. Does the project significantly benefit a Community of Concern? [N]

While the project area does not fall within a Community of Concern, as demonstrated in Question #5 of the application, there are a number of populations, both local to the project area and visiting who do share qualities that define Communities of Concern who will greatly benefit from the implementation of this project.

b. If yes, describe benefit to a Community of Concern, including map showing proximity to COC (below or on separate page).

2. LOCAL MATCH REQUIREMENT

The local match requirement for the regional ATP is 11.47%, which differs from the Statewide ATP. However, no local match is required for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor

may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local assistance.

a. Does the project request the 11.47% match requirement be waived? [N]
If yes, under what category (1-4) are the match requirements waived: _____
1. Project benefits a disadvantaged community/ Community of Concern
2. Project is a stand-alone non-infrastructure project
3. Project is a Safe Routes to School project
4. Project's pre-construction phases are funded by non-federal and non-ATP funds. If 4, indicate which pre-construction phases are funded by non-federal and non-ATP funds:

Project Phase	Amount	Fund Source
PE Phase (includes PA&ED and PS&E)	$	
Right of Way Phase (includes support)	$	

Note: specific breakdown into four phases (PA&ED/environmental, PS&E/final design, ROW (capital and support), and Construction (capital and support) must be detailed by year and fund source in the Project Programming Request (PPR) form (as part of the ATP application).

3. PROGRAMMING AND DELIVERABILITY

The ATP is primarily a federally-funded program with limited state-only funds; therefore, project sponsors should expect ATP projects to be federalized. Additionally, all projects selected for Regional Competitive ATP funds must comply with MTC Resolution No. 3606 Regional Delivery Deadlines and Policies (see http://www.mtc.ca.gov/funding/ATP). Note that projects deemed undeliverable within the timeframe of ATP Cycle 2 will receive a five-point penalty (see item 7, "Other Evaluation Factors").

a. Indicate the type of ATP funding requested.

100% Federal		100% State-Only*		Combined Federal/State	X

*If unable to use federal funds, explain why (on separate page).

b. Can the project meet the prescribed obligation deadlines below?
Funds programmed in FY 2016-17: Obligation* by 1/31/2017. [Y]
Funds programmed in FY 2017-18: Obligation* by 1/31/2018. [ ]
Funds programmed in FY 2018-19: Obligation* by 1/31/2019. [ ]
* Obligation is the federal authorization to proceed/E-76 approval

REGIONAL EVALUATION CRITERIA (to be scored in addition to State Criteria)

4. CONSISTENCY WITH REGIONAL PRIORITIES AND PLANNING EFFORTS (0 to 5 points)

Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project meets Plan Bay Area's objective to meet SB 375 commitments. Points will be awarded for the degree of the proposed project's consistency with regional priorities. Refer to page 7 of the Regional Competitive ATP Guidelines, Attachment A, for examples (see http://www.mtc.ca.gov/funding/ATP).

a. Describe how the project is consistent with regional priorities or helps the region to achieve regional priorities (on separate page). SEE Attachment Regional Application Q4

Projects will be evaluated on the following:

- *Projects that substantially meet regional priorities: 5 points*
- *Projects that moderately meet regional priorities: 3-4 points*
- *Projects that minimally meet regional priorities: 1-2 points*
- *Projects that do not meet regional priorities: 0 points*

5. COMPLETION OF APPROVED ENVIRONMENTAL DOCUMENT (0 or 3 points)

Applications that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Refer to page 7 of the Regional Competitive ATP Guidelines, Attachment A, for acceptable forms of evidence (see http://www.mtc.ca.gov/funding/ATP).

a. Is the project a stand-alone non-infrastructure project or planning project? [N]
   i. If yes, skip to question 6; full points will be awarded.
b. Is the project environmentally cleared? [N]
c. If yes, provide evidence and fill out documentation type (CE, ND, EIR, EIS, etc.) and approval/adoption date in the table below.

	Documentation Type	**Expected Approval Date**
State CEQA Document	(submitted letter to Caltrans for CEQA delegation and initiated development of materials for CatEx)	September 1, 2015
Federal NEPA Document		

6. CONSISTENCY WITH OBAG COMPLETE STREETS POLICY (0 or 2 points)

Additional points will be awarded to ATP project applicants that supply documentation that the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by September 30, 2015. Refer to page 8 of the Regional Competitive ATP Guidelines, Attachment A, for additional information regarding the OBAG Complete Streets Policy (see http://www.mtc.ca.gov/funding/ATP).

a. Does the jurisdiction in which the project is located meet the OBAG Complete Streets Policy (or will it by 9/30/15)? [Y]
b. If yes, provide how the policy was met in the table below.

Jurisdiction	General Plan, Resolution, or both?	Approval Date
City and County of San Francisco	Resolution, Public Works Code Section 2.4.13	8/18/2005

7. OTHER EVALUATION FACTORS (0 or -2 or -5 points)

Note that the Congestion Management Agencies will determine consistency of the project with adopted countywide transportation plans, goals, or other plans. Projects deemed inconsistent with these plans and/or goals will receive a two-point penalty. Additionally, projects that the evaluation committee deems undeliverable within the timeframe of ATP Cycle 2 will receive a five-point penalty. Refer to page 8 of the Regional Competitive ATP Guidelines, Attachment A, for additional information regarding these other evaluation factors (see http://www.mtc.ca.gov/funding/ATP).

REGIONAL EVALUATION CRITERIA (to be scored in addition to State Criteria)

4. CONSISTENCY WITH REGIONAL PRIORITIES AND PLANNING EFFORTS (0 to 5 points)

The Lombard Street Vision Zero Project is consistent with the Regional Transportation Plan, Transportation 2035: Change in Motion (http://www.mtc.ca.gov/planning/2035_plan/index.htm), the vision of which is *to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents.* A few key goals supporting the RTPs three principles of economy, environment and equity are particularly relevant for the Lombard Corridor Safety project:

- Maintenance and Safety: Lombard Street Corridor Project is first and foremost a safety project supporting San Francisco's Vision Zero Policy. Lombard Street is a high injury corridor for pedestrians and motorists, the treatments proposed will improve safety for these modes as well as offer benefits to bicyclists approaching and crossing the corridor. With respect to maintenance, the treatments proposed are relatively low maintenance and that which is required (e.g. refresh paint) is something the City has institutionalized.
- Reliability: a co-benefit of the safety treatments is that they also improve transit reliability; namely, the transit bulbs. For reliability, the transit bulb provides a significant time savings from no longer having to wait for a gap in traffic to re-enter the travel lane.
- Clean Air & Climate Protection: by providing safer walking, bicycling and transit access, residents and visitors will be encouraged to choose these modes of transport rather than drive reducing emissions which contribute to respiratory ailments and global warming. This in turn results in a positive loop such that cleaner air in the area makes it more pleasant and enjoyable to walk and bicycle further encouraging that type of behavior.
- Equitable Access: The safety treatments are in the public right-of-way and available for all to use and benefit. Furthermore, the transit routes that serve the project area travel through communities of concern; 22%-33% of the census tracts traversed by routes traveling through the project corridor are low-income and 42%-57% are minority.
- Livable Communities: the Mayor's Office of Economic and Workforce Development and Planning Department have been partners throughout the public engagement process and have completed a development and economic evaluation of the corridor: http://investsf.org/neighborhoods/lombard/ Coupled with improvements to the transportation network, much needed attention to the Lombard Street Corridor will result in a more livable community for residents and visitors to enjoy.

The Lombard Street Vision Zero Project also joins the gap between the work already committed for Doyle Drive and Van Ness Avenue. Furthermore, Caltrans is repaving this corridor, the Lombard Street Vision Zero Project ensures that the final product after repaving is a comprehensive one, a corridor that is safer and more comfortable for all street users.

3a. Project Programming Request (PPR) Form

(Included as part of the State ATP Application on pages 50-52)

4. Complete Streets Checklist

Complete Streets

Project:
Lombard Street Vision Zero Project

Checklist:

Lombard Street Vision Zero Proejct

CREATED 2015-06-01 (about 1 hour ago) UPDATED 2015-06-01 (about 1 hour ago)

City

San Francisco

Status

In Progress

Description

Curb extensions (pedestrian and transit bulbs), parking removal at intersections (daylighting), signal timing improvements, advanced stop bars and high visibility crosswalks are proposed.

Contact Name

Rachel Alonso

Contact Email

rachel.alonso@sfdpw.org

Contact Phone

415.554.4890

Contact Address

1 Dr. Carlton B. Goodlett Pl, Room 340
San Francisco, CA 94102

1a What accommodations for bicycles and pedestrians are now included on the current facility and on facilities that it intersects or crosses?

Class III bicycle routes
Bicycle parking
Sidewalks on one side or both sides of street
Frequent crosswalks

ADA-compliant ramps

Transit shelter

Transit vehicle stops

Other

Please provide specifics of any items checked above.

only 2 transit shelters and only 4 bike racks

1b **If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?**

None selected

Other

1c **Please indicate any particular pedestrian uses or needs along the project corridor that you have observed or have been informed of.**

Lack of sidewalk

Intersection improvements

Elderly or disabled

School age children

Transit shelter

Lack of bicycle parking

Other

1d **What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?**

Lack of bicycle parking

Wide roadway crossings

Transit vehicle stops

Other

2a **What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?**

Educational institutions

Transit stations

Senior centers

Shopping areas

Medical centers

Major public venues

Parks

Other

3a **Have you considered collisions involving bicyclists and pedestrians along the route of the facility?**

Yes

If so, what resources have you consulted?

SWITRS

4a **Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?**

Specific plan

Other

Vision Zero Two-Year Action Strategy, WalkFirst

Is the proposed project consistent with these plans?

Yes

5a **Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?**

None selected

Other

Vision Zero Policy

If so, have the policies been followed?

Yes

5b **If this project includes a bicycle and/or pedestrian facility, have all applicable design standards or guidelines been followed?**

Yes

6a **If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?**

Safety, protective streetscape

7a **What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?**

Bicycle parking

Widened sidewalks

High visibility crosswalks

Other

leading pedestrian intervals, daylighting, advanced stop bar, shelters

8a **Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?**

No

If yes, please describe situation in detail.

8b **If the proposed project does not incorporate either bicycle or pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.**

What would be the cost of the bicycle and/or pedestrian facility?

What is the bicycle and/or pedestrian facility's proportion of the total project cost?

Right-of-way. (Did an analysis lead to this conclusion?)

9a **How will access for bicyclists and pedestrians be maintained during project construction?**

Alternative signed bicycle route

Alternative signed pedestrian route

Separated pedestrian pathway

Other

10a What agency will be responsible for ongoing maintenance of the facility?

SFMTA, Public Works

10b How will ongoing maintenance be budgeted?

Operating funds

Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2015 **Item Number 3b**

Resolution No. 4172, Revised

Subject: Cycle 2 Regional Active Transportation Program (ATP) of Projects

Background: The State established the Active Transportation Program (ATP) in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

MTC is responsible for developing the region's guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC's Regional ATP Guidelines in March 2015, and applications for the Regional Program were due to MTC on June 1, 2015. Roughly $30 million is available for programming under the Cycle 2 Regional ATP.

MTC staff's recommended regional project awards and recommended contingency projects are listed in Attachment 1.

Statewide Competitive ATP Results

Concurrent with the Regional ATP process described below, the CTC released the staff recommendations for the Statewide Competitive ATP projects on September 15, 2015. The recommended projects are listed in Attachment 2. CTC proposes to fund eight projects in the MTC region for a total of $20 million, out of a statewide program of $180 million. Those projects that CTC recommended were removed from further Regional ATP evaluation. CTC will consider approving the statewide program at its meeting on October 21-22, 2015.

Regional Project Selection Process

MTC received 107 applications totaling about $220 million in response to the Regional ATP Call for Projects. Of these, one project was withdrawn after submittal. MTC staff worked with a 21-member multi-disciplinary advisory committee to score and rank the remaining applications (see Attachment 3). The MTC review advisory committee used the same evaluation form and scoring criteria from Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities.

Each application was assigned to a team of three members of the advisory committee, and in order to ensure an objective review, applications were assigned to evaluators from another county when possible, and not assigned to an evaluator from the sponsor agency. The team then met and agreed to a consensus score. Staff ranked all responsive applications from highest to lowest based on the consensus score.

Staff recommends fully funding 10 projects and partially funding 1 project for a total of $30 million. Staff also recommends that MTC adopt a list of contingency projects, ranked in priority order based on the project's evaluation score, of $29 million. MTC would fund projects on the contingency list should there be any project failures or savings in the Cycle 2 Regional ATP. The recommended projects are listed in Attachment 1. Note that 66% of regional ATP funding as proposed by staff would benefit Communities of Concern, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools (SRTS) projects, 29% of regional ATP funding would benefit SRTS type projects.

Issues:

- **Partial Funding:**
  The Lombard Street Vision Zero project sponsored by the San Francisco Department of Public Works requested $3.8 million in ATP funds; however, only $1.9 million of ATP remains after funding higher-scoring projects. Therefore, staff recommends partially funding the Lombard Street project at $1.9 million. Should San Francisco not be able to scale the project or to fully fund the project using other funds, staff recommends going down the contingency list to fully program the remaining $1.9 million.
- **Improvements for Cycle 3 ATP:**
  Cycle 2 implemented suggested improvements from Cycle 1, including a role for the Congestion Management Agencies, and more evaluators reviewing each application. Potential improvements for Cycle 3 include revising the point structure for disadvantaged communities, and establishing a two-tier program based on size of funding request, in order to encourage more, smaller projects in the program (many projects funded in Cycle 2 requested large amounts of ATP funds, $2-6 million, which presents challenges in a relatively small program). CTC will form a Technical Advisory Committee to review potential changes to Cycle 3.

Recommendation: Refer MTC Resolution No. 4172, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

Attachments:
Attachment 1: Recommended 2015 Regional ATP Program of Projects and Contingency Projects
Attachment 2: Approved Statewide ATP Projects in the Bay Area
Attachment 3: List of Project Evaluators
Attachment 4: 2015 ATP Regional Applications (List of Received Project Applications)
MTC Resolution No. 4172, Revised

Attachment 1: Recommended 2015 Regional ATP Program of Projects

County	Sponsor	Project	Amount ($1,000s)	Project Description
Alameda	Alameda County Public Works Agency	Castro Valley Elementary Safe Routes to Schools (Design Only)	$250	Install sidewalks, curbs, gutters and crosswalks along Anita Avenue between Castro Valley Boulevard and Somerset Avenue. The Castro Valley Elementary Safe Routes to School project will increase walking and biking, as well as reduce injuries.
Alameda	Alameda County Public Works Agency	Creekside Middle School Safe Routes to Schools	$475	Installing sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Center Street between Heyer Avenue and Paradise Knolls. The Creekside Middle School Safe Routes to School project will increase walking and biking, as well as reduce injuries.
Alameda	Alameda County Public Works Agency	Stanton Elementary School Safe Routes to Schools (Design and Right-of-Way Only)	$300	Install sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Stanton Avenue between Castro Valley Boulevard and Somerset Avenue. The Stanton Elementary School Safe Routes to Schools project will increase walking and biking, as well as reduce injuries along Stanton Avenue.
Alameda	City of Oakland	Telegraph Avenue Complete Street Improvements	$4,554	Improve transportation safety and comfort on Telegraph Avenue (between 20th Street and 41st Street) through installation of dedicated bicycle facilities, safer and more frequent pedestrian crossings, and transit boarding islands. This project will provide direct connections to downtown Oakland, BART stations on both ends of the corridor, a major hospital center, and multiple commercial districts.
Contra Costa	City of San Pablo	Rumrill Boulevard Complete Streets Improvements	$4,310	Implement complete streets improvements along Rumrill Boulevard in the City of San Pablo (between San Pablo Avenue to the North and Costa Avenue to the South). This project will provide directional cycletracks, sidewalk and crossing improvements, street trees, landscaping, lighting and transit shelters along the length of the corridor.
Marin	Marin County Transit District (Marin Transit)	Pedestrian Access and Safety Improvements for the Downtown Novato Bus Transit Facility	$1,286	Reconstruct the existing Downtown Novato transit facility to improve pedestrian safety, bus operations, accessibility, and provide new bicycle racks. The Novato transit facility is located on Grant Avenue at Redwood Blvd, within Downtown, in the City of Novato.

County	Sponsor	Project	Amount ($1,000s)	Project Description
Napa	Napa County Transportation Planning Agency	Napa Valley Vine Trail - St. Helena to Calistoga	$6,106	Construct 9.4 miles of the Class I bicycle and pedestrian facility on the Napa Valley Vine Trail. The portion of the trail that will be constructed will be within Napa County from Pratt Avenue in the City of St. Helena to Lincoln Avenue in the City of Calistoga, generally along the SR 29 corridor.
San Francisco	San Francisco County Department of Public Health	SF Safe Routes to Schools 2017-2019 Non-Infrastructure Project	$2,797	Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables from school years 2017-2019 at 29 elementary, 4 middle and 2 high schools in San Francisco Unified School District.
San Francisco	San Francisco Public Works	Lombard Street Vision Zero Project (Partial Funding)	$1,854	Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks as part of the Lombard Street Vision Zero Project. This project will focus on the 1.1 mile section of Lombard Street (a section of California Highway 101) between Van Ness Avenue and Doyle Drive.
Santa Clara	City of San Jose	Coyote Creek Trail - Mabury to Empire	$5,256	Close a 0.3-mile gap in the 25-mile regional Coyote Creek Trail system that has been recently master planned. This gap is located from Mabury Road to Empire Street, along the Coyote Creek channel.
Solano	Solano Transportation Authority	Solano Transportation Authority - Safe Routes to Schools Infrastructure and Non-infrastructure in the Cities of Benicia, Rio Vista & Vallejo	$3,067	This combined infrastructure and non-infrastructure Safe Routes to Schools project, provides for infrastructure improvements at 7 schools, while providing education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo.
		Total	**$30,255**	

Staff Recommendations for MTC 2015 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Amount ($1,000s)
91.7	San Francisco	San Francisco DPW	Lombard St Vision Zero *Remaining Amount*	$1,946
91.6	Alameda	ACTC	East Bay Greenway (Design Only)	$4,125
91.0	Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	$759
91.0	San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	$10,164
91.0	Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	$3,062
91.0	Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	$889
90.0	Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (Design Only)	$330
90.0	Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	$1,271
89.5	Solano	Solano TA	Bay /Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	$6,208
			Total	**$28,754**

Attachment 2
CTC-Recommended 2015 Statewide ATP Projects in the Bay Area

County	Agency	Description	Funded Amount ($1,000s)
Alameda	Berkeley	9th Street Bicycle Blvd Pathway Extension, Ph. 2	$850
Alameda	Oakland	19th Street BART to Lake Merritt Urban Greenway	$4,583
Contra Costa	Contra Costa County	Rio Vista Elementary School Pedestrian Connection	$600
Contra Costa	Contra Costa County	Bailey Rd/SR-4 Interchange Bicycle/Pedestrian Improvements	$4,160
Contra Costa	Richmond	Yellow Brick Rd in Richmond's Iron Triangle	$6,209
San Mateo	Daly City	Central Corridor Bicycle/Pedestrian Safety Improvements	$2,019
San Mateo	San Mateo County	Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)	$966
San Mateo	South San Francisco	Linden/Spruce Ave Traffic Calming Improvements	$868
		Total	**$20,255**

Metropolitan Transportation Commission
2015 Regional Active Transportation Program - Cycle 2

List of Project Evaluators

Affiliation	Description
ABAG Bay Trail Project	Recreational Trails
Alameda County Transportation Commission	Congestion Management Agency
Bay Area Rapid Transit (BART) District	Transit
California Walks	Safe Routes to School/ Pedestrian Safety
ChangeLab Solutions	Public Health
City of Albany	City
City of Menlo Park	City
City of San Jose	City
City/County Ass'n of Gov'ts of San Mateo County	Congestion Management Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Napa County Transportation Planning Agency	Congestion Management Agency
Petaluma Transit	Transit
MTC Policy Advisory Council (1)	Policy Advisory Council/ Paratransit
MTC Policy Advisory Council (2)	Policy Advisory Council/ Public Health
San Francisco County Transportation Authority	Congestion Management Agency
San Francisco Municipal Transportation Agency	Transit
Santa Clara Dept of Public Health	Public Health
Santa Clara Valley Transportation Authority	Congestion Management Agency
Sonoma County Bicycle Coalition	Bicycle Coalition
Transportation Authority of Marin	Congestion Management Agency

Metropolitan Transportation Commission
2015 Regional Active Transportation Program - Cycle 2

List of Applications Received

Co	Agency	Project Title	Total Project Cost ($1,000s)	Total Fund Request ($1,000s)	MTC Reg'l Score
ALA	ACTC	East Bay Greenway	145,872	4,125	91.6
ALA	Alameda Co PW	Castro Valley Elementary SRTS	2,530	250	92.8
ALA	Alameda Co PW	Creekside MS SRTS	647	475	91.9
ALA	Alameda Co PW	CVHS SRTS	2,680	2,175	89.0
ALA	Alameda Co PW	D St SRTS	5,104	600	63.7
ALA	Alameda Co PW	Heyer Ave School Corridor SRTS	1,990	290	70.6
ALA	Alameda Co PW	Proctor ES SRTS	6,040	600	89.0
ALA	Alameda Co PW	Royal Ave SRTS	460	300	82.0
ALA	Alameda Co PW	Somerset Ave School Corridor SRTS	3,652	330	90.0
ALA	Alameda Co PW	Stanton ES SRTS	2,099	300	94.5
ALA	Alameda, City of	Clement Ave Complete Streets	5,783	5,120	79.0
ALA	Alameda, City of	Encinal HS Intersection Safety Improv	436	386	66.0
ALA	Berkeley	9th St Bicycle Blvd Ext Pathway Ph II	895	850	92.0
ALA	Berkeley	John Muir ES SRTS	382	363	84.8
ALA	Berkeley	Oxford/Jefferson ES SRTS	303	287	87.0
ALA	Berkeley	Sacramento St Pedestrian Improvement	1,766	1,678	89.0
ALA	Berkeley	San Pablo Ave Pedestrian Improvements	490	462	84.0
ALA	Berkeley	University Ave Pedestrian Improvements	824	783	79.8
ALA	EBRPD	Doolittle Dr Bay Trail - MLK, Jr Shoreline Oak	19,750	1,000	59.0
ALA	Emeryville	South Bayfront Bike/Ped Bridge	19,412	3,000	84.7
ALA	Hayward	Tennyson Bike/Ped Bridge	1,161	1,161	58.3
ALA	Oakland	19th St BART to Lake Merritt Urban Greenway	4,683	4,583	91.8
ALA	Oakland	27th St Gateway	3,293	2,913	87.4
ALA	Oakland	Park Blvd SRTS	1,760	1,448	89.0
ALA	Oakland	Telegraph Ave Complete Streets	4,914	4,554	100.0
ALA	Piedmont	Pedestrian Safety & Bike Lane Implementation	3,456	3,062	91.0

Co	Agency	Project Title	Total Project Cost ($1,000s)	Total Fund Request ($1,000s)	MTC Reg'l Score
CCC	Antioch	Delta DeAnza Regional Trail Gap Closure	624	500	52.3
CCC	Antioch	Fitzuren Rd Sidewalk Gap Closure and Bike Lane	400	300	56.0
CCC	Antioch	John Marsh ES Pedestrian Improvements	1,650	1,400	63.3
CCC	CCTA	Mokelumne Pedestrian O/C	6,139	5,424	61.7
CCC	Contra Costa Co	Appian Wy Complete Streets	5,710	5,650	81.0
CCC	Contra Costa Co	Bailey Rd/SR 4 Interchange Bike/Ped Improv	5,195	4,160	86.0
CCC	Contra Costa Co	Fred Jackson Wy 1st Mile/Last Mile Connection	4,400	4,356	89.0
CCC	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	1,235	759	91.0
CCC	Contra Costa Co	Rio Vista ES Pedestrian Connection	905	600	96.0
CCC	EBRPD	Lone Tree Pt Bay Trail - Hercules to Rodeo CCC	2,458	378	73.0
CCC	El Cerrito	SRTS for Summit K2	1,170	1,170	81.0
CCC	Lafayette	Pleasant Hill Rd. Complete Streets	3,967	3,480	84.0
CCC	Moraga, Town of	Moraga Way Bike/Ped Improv	892	800	88.0
CCC	Moraga, Town of	St. Mary's Rd Improvements: Rheem Blvd.-Bollinger	4,890	440	70.0
CCC	Pittsburg	Railroad Ave Multi-Use Trail	1,765	1,545	66.8
CCC	Richmond	Goodrick Ave Bay Trail Gap Closure	1,462	1,271	90.0
CCC	Richmond	Regional Transit Connectivity Improv, Harbor Wy & 16th St	2,557	2,456	67.3
CCC	Richmond	Yellow Brick Rd in Richmond's Iron Triangle	6,452	6,209	96.4
CCC	San Pablo	Rumrill Blvd Complete Streets Improv	5,610	4,310	98.0
CCC	San Ramon	Street Smarts Traffic Safety Program	426	318	84.9
CCC	Walnut Creek	Crosswalk Safety Enhancement: 5 locations	628	555	50.0
CCC	Walnut Creek	SRTS Cedro Lane Improvements	987	874	63.1
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure	2,797	2,475	84.0
MRN	Marin County	Mill Valley/Sausalito Multi-Use Path	1,090	872	57.7
MRN	Marin Transit	Novato Transit Facility: Pedestrian Access and Safety Improv	3,255	1,286	94.0
MRN	Novato	North Novato SMART	982	850	51.0
MRN	San Rafael	Francisco Blvd. E/Grand Ave Bridge Ped/Bike	5,628	3,040	89.0
MRN	SMART	SMART Pathway - San Rafael (McInnis to Smith Ranch)	2,468	2,050	70.0
NAP	Napa	SR 29 Bike/Ped Undercrossing	795	698	77.9
NAP	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	9,206	6,106	95.0
NAP	St. Helena	New Sidewalk Construction	399	399	61.7

Co	Agency	Project Title	Total Project Cost ($1,000s)	Total Fund Request ($1,000s)	MTC Reg'l Score
SCL	Campbell	Eden Ave Sidewalk Improvements	520	460	70.9
SCL	Cupertino	iWalk/iBike Cupertino	2,554	2,554	66.6
SCL	Gilroy	Downtown Gilroy Specific Plan RR Alley Streetscape	1,741	1,539	58.0
SCL	Gilroy	Fifth Street Streetscape	1,120	990	81.0
SCL	Gilroy	Fourth Street Streetscape	1,110	980	69.0
SCL	Gilroy	Gourmet Alley Streetscape	2,767	2,448	81.0
SCL	Gilroy	Lions Creek Trail	1,644	1,454	80.3
SCL	Gilroy	Lions Creek Trail West	519	458	77.3
SCL	Gilroy	West Branch Llagas Creek Trail	1,580	1,398	82.7
SCL	Los Altos	Citywide SRTS	2,284	1,942	71.0
SCL	Los Altos Hills	West Fremont Rd Pathways	1,320	1,056	61.0
SCL	San Jose	ATP Safety and Behavior Change Campaign	989	889	91.0
SCL	San Jose	Coyote Creek Trail: Mabury to Empire	6,184	5,256	96.0
SCL	Santa Clara Co RDA	Fitzgerald Ave Bike/Ped Shoulder & Intersection Improv	1,500	1,100	59.0
SCL	Santa Clara Co RDA	Pedestrian Sensors - Various Locations (SCl Co)	900	700	61.0
SCL	Saratoga	Highway 9 Pedestrian Safety Improv	2,173	1,800	78.0
SCL	Sunnyvale	Interactive Audible Countdown ADA Ped Signals	770	654	64.0
SF	San Francisco DPH	SF SRTS 2017-2019 NI	2,931	2,797	92.7
~~SF~~	~~San Francisco PW~~	~~John Yehall Chin SRTS~~	~~3,189~~	~~2,635~~	0.0
SF	San Francisco PW	Lombard St Vision Zero	7,697	3,800	91.7
SF	San Francisco PW	Upper Haight Pedestrian Improvements	10,023	1,880	89.0
SF	SFMTA	SE SF Multi-Modal Safety Upgrades	27,394	10,164	91.0
SF	SFMTA	SFMTA Pedestrian Wayfinding Program	980	980	78.0
SF	SFMTA	Vision Zero NOMA/SOMA Signal Retiming	4,368	3,977	66.3
SF	SFMTA	Vision Zero SF Safer Intersections	2,780	2,780	89.2
SF	TBJPA	Transbay Transit Bike/Ped Safety and Accessibility	11,480	2,922	82.0
SM	Belmont	Ralston Ave Corridor Complete Streets	8,908	7,886	63.0
SM	Daly City DPW	Central Corridor Bike/Ped Safety Improvements	2,276	2,019	84.0
SM	East Palo Alto	University Ave Complete Streets Pilot	4,900	4,360	81.7
SM	Pacifica	Palmetto Ave Streetscape	4,900	2,900	66.0
SM	San Carlos	Hwy 101 Bike/Ped Overcrossing	4,500	3,600	86.0

Co	Agency	Project Title	Total Project Cost ($1,000s)	Total Fund Request ($1,000s)	MTC Reg'l Score
SM	San Carlos	SRTS Improvements - Arroyo and Orange Ave	685	685	81.0
SM	San Mateo Co	Redwood City 2020 STEP	966	966	89.0
SM	San Mateo, City of	Hillsdale/US-101 Bike/Ped O/C	41,918	2,655	85.6
SM	So San Francisco	Sunshine Gardens Traffic Calming Improvements	1,139	968	73.0
SM	So. San Francisco	Linden/Spruce Ave Traffic Calming Improv	1,038	868	68.8
SM	Woodside	Woodside ES Student Pathway	994	795	82.0
SOL	Fairfield	E. Tabor/Tolenas SRTS Gap Closure	1,700	1,700	87.0
SOL	Fairfield	W. Texas St Gateway Improvements	3,500	3,500	86.0
SOL	Rio Vista	Bicycle and Pedestrian Master Plan	120	100	75.0
SOL	Solano Co	Farm to Market Ph I	2,131	1,420	75.0
SOL	Solano Transportation Authority	Bay Trail/Vine Trail Gap Closure: Vallejo to American Canyon	7,489	6,208	89.5
SOL	Solano Transportation Authority	SR2S Insfrastructure & NI: Benicia, Rio Vista, Vallejo	3,467	3,067	92.0
SOL	Suisun	McCoy Creek Trail Improvements Ph II	2,720	2,720	79.0
SON	Santa Rosa	Jennings Ave At-Grade Bike/Ped Xing - SMART RR Tracks	2,217	1,279	75.6
SON	Sebastopol	Bike Lanes on Rte 116, City of Sebastopol	1,000	800	77.1
SON	SMART	SMART Pathway - Petaluma (Payran to Southpoint)	3,272	1,950	84.0
SON	Sonoma Co Regional Parks	Bellevue Creek Trail	1,355	1,300	76.0
SON	Sonoma County Air Pollution Di	Crocker Road Bike/Ped	2,197	1,944	63.0
SON	Sonoma County DPW	Willowside SRTS	1,700	900	79.0
107	Applications Received.	**Totals**	**532,133**	**218,029**	

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

~~Black Strikeout on White~~: Withdrawn Project

Date: February 25, 2015
W.I.: 1515
Referred by: PAC
Revised: 10/28/15-C

ABSTRACT

Resolution No. 4172

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 2 Guidelines and Program of Projects for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

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

This resolution was amended by Commission Action on October 28, 2015 to include Attachment B, the Regional Active Transportation Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 11, 2015 and October 14, 2015.

Date: February 25, 2015
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 2 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4172

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

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

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

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

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

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

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

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

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

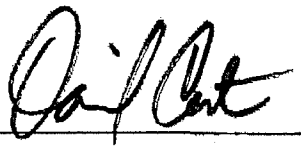
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 25, 2015.

Attachment B
Metropolitan Transportation Commission
2015 Active Transportation Program (ATP)
Cycle 2
FY 2016-17 through FY 2018-19
Regional ATP Cycle 2 List of Projects
October 2015

MTC Resolution No. 4172
Attachment B
Adopted: 02/25/15-C
Revised: 10/28/15-C

Regional ATP Cycle 2 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda Co PW	Castro Valley Elementary Safe Routes to School (PS&E)	$250,000
Alameda	Alameda Co PW	Creekside MS Safe Routes to School	$475,000
Alameda	Alameda Co PW	Stanton ES Safe Routes to School (PS&E/ROW)	$300,000
Alameda	Oakland	Telegraph Ave Complete Streets	$4,554,000
Contra Costa	San Pablo	Rumrill Blvd Complete Streets Improvements	$4,310,000
Marin	Marin Transit	Novato Transit Facility: Ped Access & Safety Imps	$1,286,000
Napa	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	$6,106,000
San Francisco	San Francisco DPH	SF Safe Routes to School Non-Infrastructure	$2,797,000
San Francisco	San Francisco DPW	Lombard St Vision Zero *Partially Funded*	$1,854,000
Santa Clara	San Jose	Coyote Creek Trail: Mabury to Empire	$5,256,000
Solano	Solano TA	SRTS Insfrastructure & NI: Benicia, Rio Vista, Vallejo	$3,067,000
		TOTAL:	**$30,255,000**

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Regional ATP Cycle 2 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
San Francisco	San Francisco PW	Lombard St Vision Zero *Remaining Amount*	$1,946,000
Alameda	ACTC	East Bay Greenway (PS&E)	$4,125,000
Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	$759,000
San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	$10,164,000
Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	$3,062,000
Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	$889,000
Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (PS&E)	$330,000
Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	$1,271,000
Solano	Solano TA	Bay/Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	$6,208,000
		TOTAL:	**$28,754,000**

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OFFICE OF THE MAYOR
SAN FRANCISCO

EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mayor Edwin M. Lee
RE: Apply for, Accept, and Expend Grant - Active Transportation Program - $3,800,000
DATE: November 17, 2015

Attached for introduction to the Board of Supervisors is a resolution authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission (MTC); committing any necessary matching funds; stating assurance to complete the projects; and authorizing the Department of Public Works (DPW) to accept and expend $3,800,000 in Active Transportation Program grant funds awarded through MTC.

Should you have any questions, please contact Nicole Elliott (415) 554-7940.

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141