

# M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.8  
Action  
*REPLACEMENT*

From: SUSAN BRANSEN  
Executive Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM - STATEWIDE AND SMALL URBAN & RURAL COMPONENTS (RESOLUTION G-16-32)**

## **ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2017 Active Transportation Program (ATP) Statewide (50%) and Small Urban & Rural (10%) components as recommended by staff?

## **RECOMMENDATION:**

Commission staff recommends that the Commission (1) adopt the 2017 ATP, Statewide and Small Urban & Rural components, in accordance with the attached resolution and the *revised* staff recommendations; and (2) authorize staff to make any specific technical changes, corrections, or exceptions to staff recommendations, with report of any substantive changes back to the Commission for approval at the May 17-18, 2017 meeting.

In summary, the recommendations include:

Statewide Component – ATP funds of \$131,763,000 for 44 projects valued at \$176,200,000, including:

- \$79,476,000 (60%) for 25 Safe-Routes-to-School projects
- \$126,705,000 (96%) for 43 projects that provide benefits to disadvantaged communities.

Small Urban & Rural Component – ATP funds of \$26,333,000 for 10 projects valued at \$64,905,000, including:

- \$15,565,000 (24%) for 7 Safe-Routes-to-School projects
- \$26,333,000 (100%) for 10 projects that provide benefits to disadvantaged communities.

For those projects receiving the same score at the cut-off for funding, Commission staff used a secondary ranking system to recommend projects. This secondary ranking system was adopted by the Commission in the 2017 ATP Guidelines and consists of first prioritizing infrastructure projects and then prioritizing projects that demonstrated the greatest potential for increased walking and biking. Nine projects scored an 88, the cut-off score for funding in the Statewide Component. Sufficient

programming capacity at the cut-off score was available to fully fund four of nine projects and to fund \$4,553,000 of the \$4,572,000 requested by the City of Santa Ana for the First Street Pedestrian Improvements project in the City of Santa Ana. Commission staff will work with the City of Santa Ana to determine if the project can be delivered with the funding available. The City of Santa Cruz, Rail Trail Segment 8 and 9 Design and Environmental Review, ranked eighth. Since this project falls within a small urban area, it will be funded out of the Small Urban & Rural Component.

In the Small Urban & Rural Component, the cut-off score for funding was an 83. Three projects eligible for the Small Urban & Rural Component scored an 83 and were subject to the secondary ranking system described above. Enough programming capacity at the cut-off score was available to fully fund the Fort Bragg Coastal Trail Phase II project and to fund \$5,954,000 of the \$6,740,000 requested by the City of Redding for the Bechelli Lane & Loma Vista Active Transportation Corridor Improvements project in the City of Redding. Commission staff will work with the City of Redding to determine if the project can be delivered with the funding available.

As a part of the application review process, Caltrans reviewed each project for eligibility and deliverability. Twelve projects were determined to be ineligible and were not scored. Project applicants for these twelve projects were notified. Caltrans will continue to work with the project sponsors for projects recommended for ATP funding to resolve any project component eligibility and deliverability issues, and report back to the Commission within six months with project specific programming recommendations to resolve those issues.

**The Commission's adoption of the 2017 ATP Statewide and Small Urban & Rural Components is not authorization to begin work on a project. Contracts may not be awarded nor may work begin until an allocation is approved by the Commission for a project in the adopted program.**

### **BACKGROUND:**

#### Enabling Legislation

Legislation creating the ATP was signed by the Governor on September 26, 2013. Under state law, the Commission adopts the Active Transportation Program. The Commission adopted the program guidelines in March, the program fund estimate in May and a revised program fund estimate in October. Project applications were due on or before June 15, 2016. Applications were received for 456 projects, requesting approximately \$1 billion of ATP funds.

The 2017 ATP will cover a four-year period from 2017-18 through 2020-21. The 2017 ATP includes two years of programming, 2019-20 through 2020-21, with \$263.526 million in funding capacity for the following program components:

- Statewide (50% or \$131.763 million)
- Small Urban & Rural (10% or \$26.333 million)
- Large MPO (40% or \$105.430 million)
- Disadvantaged Communities (a minimum of 25% or \$65.881 million of all ATP funds must benefit disadvantaged communities)

The staff recommendations are based primarily on:

- Funding levels identified in the 2017 ATP Fund Estimate;
- Eligibility for the program;
- Evaluation team project scores;
- Statutory requirements; and
- Commission policies as expressed in the ATP guidelines.

### Evaluation Process

The Commission formed multidisciplinary evaluation teams to review project applications. The evaluation teams consisted of stakeholder volunteers with expertise in bicycling and pedestrian transportation, including but not limited to Safe Routes to Schools projects and projects benefitting disadvantaged communities. All volunteers participated in a training session led by Commission staff. Volunteers were paired with another evaluator to create 40 evaluation teams that provided broad representation by large MPOs, regional transportation planning agencies, small urban and rural areas, and nongovernmental agencies. Commission staff facilitated team reviews and ensured that each application received a consensus score. Commission staff also reviewed all project applications to validate reasonableness of consensus scores.

Many projects which were not recommended for the Statewide Component remain eligible for the MPO component. The MPOs will bring their programming recommendations forward at the March 2017 CTC meeting for Commission adoption.

*On October 28, 2016, Commission staff posted on the Commission's website the staff recommendations for ATP Statewide and Small Urban & Rural Components. These same staff recommendations were published with the Commission meeting materials on November 23, 2016. After these recommendations were published, it was brought to Commission staff's attention that one of the recommended projects, the CV Link – Multi-Modal Transportation Corridor project, in the Coachella Valley, had been incorrectly scored. Commission staff rescored the project which resulted in the project's score decreasing to 85.5 from the original score of 89.5. This scoring correction dropped the project from the staff recommendations list and provided enough programming capacity for five additional projects to be recommended for funding. The attached spreadsheet, Revised Statewide Component, Staff Recommendation, reflects these changes.*

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

### Statewide Projects

- Boron/Desert Lake Pedestrian Path in the communities of Boron and Desert Lake, Kern County - \$1,971,000. This Project will connect the disadvantaged communities of Desert Lake and Boron, where there are no existing active transportation facilities, by constructing a safe, multi-use facility. Lack of pedestrian facilities forces people to walk/bike in the road and railroad rights-of-way which have resulted in at least five pedestrian collisions, including three fatalities in the project area. Desert Lake students do not have pedestrian connectivity options to attend programs at Boron Junior/Senior High School, the park and the library. There is no

safe pedestrian access to restaurants, markets, retail, regional transit, and community services within the project vicinity. Safety concerns are the number one reason families will not walk to these important community destinations and this project will help to remedy those concerns.

- Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements, Santa Clara County - \$2,036,000. To resolve safety issues and enhance the new Maude Avenue and existing Borregas Avenue bike lanes, this project seeks to reconfigure six intersections (including new ADA-compliant pedestrian countdown signals, infrared bicycle detection, slip lane removal, and bulb outs), add 2.3 miles of bike boulevards, and enhance over 3,000 feet of existing bike lanes. Students at Columbia Middle School and San Miguel Elementary will receive new bicycle and pedestrian programming through Walk & Roll maps and Walking School Bus/Bike Trains.
- Esplanade Corridor Safety and Accessibility Improvement Project in Chico, Butte County - \$7,241,000. This project will provide a separated Class IV bike facility connecting downtown, Chico State University, Chico Junior and Senior High Schools, a regional hospital, and adjacent neighborhoods to the existing converted railroad to bike trail. The existing traffic signals will be outfitted with pedestrian signal crossing equipment, updated detection equipment and associated traffic signal timing plans, and pedestrian refuge islands at uncontrolled crossings. Appropriate ADA ramps and sidewalks will also be included.
- Little League Drive Pedestrian Improvements in the Town of Yucca Valley, San Bernardino County - \$622,000. Little League Drive serves as a very important link to one of the busiest bus stops within the Town of Yucca Valley. This street also serves as a major access to Brehm Park which is one of the few parks around the nation that includes a Miracle League field, where handicapped children and students can have their own league. This project will install sidewalks on the south side of Little League Drive to accommodate kids who walk to the bus stop, the Boys and Girls Club, Brehm Park, and downtown businesses. The project will construct improvements such as sidewalks, handicap ramps, and bike route signs, in addition to cross walks for safe roadway crossing.
- West Santa Ana Branch Bikeway Phase 2 in the City of Paramount, Los Angeles County - \$3,423,000. This project will extend the West Santa Ana Branch Bikeway from Somerset Boulevard to Rosecrans Avenue, which is Phase 2 of the City's portion of the Bikeway. The extension will continue the multi-use/active transportation Class I Bikeway that currently ends at Somerset Boulevard. The project directly benefits the local disadvantaged community by creating a convenient and logical route that residents will use to access destinations such as three schools, parks, retail centers, and employment centers. It will also connect the nearby Los Angeles River Trail and San Gabriel River Trail offering convenient connections to regional destinations in the County.

#### Small Urban & Rural Projects

- Safe Connections and Complete Streets for the West Side of Hollister, San Benito County - \$1,078,000. This project will convert Fourth Street (Business Highway 156) from the existing highway design and 45 mph speed limit to a pedestrian and bike friendly corridor and provide safe access to medical clinics, commercial services and a 230 unit mobile home park. Fourth

Street improvements include infill of three sidewalk gaps, addition of parking on the road shoulder between new bulb-outs, road crown flattening to improve accessibility, median barriers, and the addition of shade trees. The project implements intersection Safe Routes to School Safety improvements at four intersections near the Calaveras School: Felice/Central, Westside/Central, Westside/Buena Vista and Buena Vista/Miller.

- Rincon Multi-Use Trail at the Ventura/Santa Barbara County line - \$6,833,000. This project is a multi-use pedestrian and bicycle trail approximately 4,500 feet in length and a Class I trail at the Ventura/Santa Barbara county line. It will fill a gap between established bike paths that are part of the California Coastal Trail. The project will construct a bike/pedestrian bridge over the railroad tracks connecting Carpinteria Avenue to the park. The park is the northern terminus of a 5-mile Class I bikeway between the community of La Conchita/Ventura County beach parks and the City of Carpinteria/Rincon Beach Park in Santa Barbara County. A park-and-bicycle lot will be strategically located at the end of Carpinteria Avenue as part of the project to attract day-ride visitors.
- Fort Bragg Coastal Trail Phase II, Mendocino County - \$766,000. This project will construct 1.31 miles of additional 12' wide multi-use trail to close a gap left in the Fort Bragg Coastal Trail. It will connect the north and south segments for a continuous 6-mile multi-use trail that is part of both the Pacific Coast Bikeway and the California Coastal Trail. Additionally, the project will connect to Fort Bragg's downtown and residential neighborhoods. The project will fill a gap in these trails and result in 6.3 miles of safe travel for commuting and recreation cyclists, walkers, and runners from the north to the south through Fort Bragg.

The following tables show the summary of proposed programming recommendations:

Overall Programming Recommendations (Amount in \$1000s)						
Component	Projects	19-20	20-21	Total	Fund Estimate Target	Under (Over) Target
Statewide	44	49,766	81,997	131,763	131,763	--
Small Urban & Rural	10	10,902	15,431	26,333	26,333	--
<b>Total</b>	<b>54</b>	<b>60,668</b>	<b>97,428</b>	<b>158,096</b>	<b>158,096</b>	<b>--</b>

Statutory Requirements (Amount in \$1000s)				
Project Type	Projects	Total	Target	Over Target
Benefit to Disadvantaged Communities (Statewide)	43	126,705	32,940	93,765
Benefit to Disadvantaged Communities (Small Urban & Rural)	10	26,333	6,583	19,750

**2017 ATP GUIDELINES AND FUND ESTIMATE**

The 2017 Active Transportation Program project selection process began with the Commission's adoption of the 2017 ATP Guidelines on March 17, 2016. The initial ATP Fund Estimate was adopted by the Commission on May 18, 2016. A Revised ATP Fund Estimate was adopted on October 19, 2016. The Revised ATP Fund Estimate incorporated an increase in federal funding and additional funds appropriated from the Greenhouse Gas Reduction Fund.

2017 ATP Fund Estimate

The 2017 ATP Revised Fund Estimate covered the four-year period of the 2015 ATP, 2015-16 to 2018-19, with an estimated total new programming capacity of \$263.526 million. The Revised Fund Estimate incorporates \$10 million appropriated from the Greenhouse Gas Reduction Fund by Assembly Bill (AB) 1613 and an \$8 million increase in federal funding provided in the Fixing America's Surface Transportation (FAST) Act. The \$10 million is available in Fiscal Year (FY) 2016-17 and the \$8 million is available in FY 2016-17 through FY 2018-19. Fifty percent of the total (\$131.763 million) is set aside for the Statewide Component, ten percent (\$26.333 million) is set aside for the Small Urban & Rural Component, and forty percent (\$105.430 million) is set aside for the large MPO Component.

**ATP Guidelines**  
**Policies and Procedures Specific to the 2017 ATP**

The following specific policies and procedures address the particular circumstances of the 2017 ATP:

Schedule. The following schedule lists the major milestones for the development and adoption of the 2017 ATP:

Commission adopts ATP Guidelines	March 17, 2016
Commission adopts Fund Estimate	May 18, 2016
Call for projects	April 15, 2016
Applications due to Caltrans	June 15, 2016
Commission Approves/Rejects MPO Optional Guidelines	June 29-30, 2016
CTC Staff recommendations for Statewide and Small Urban & Rural Components	October 28, 2016
Commission adopts Statewide and Small Urban & Rural Components	December 7-8, 2016
MPO programming recommendations to CTC	January 27, 2017
Commission adopts MPO selected projects	March 2017

## **ATTACHMENTS TO 2017 ATP STAFF RECOMMENDATIONS**

### **1. PROJECT LISTS**

The tables on the following pages include projects recommended for the Statewide and Small Urban & Rural components.

The tables are:

- **Revised Statewide Component, Staff Recommendation**. Includes the proposed new programming for the Statewide Component in consensus score order.
- **Small Urban & Rural Component, Staff Recommendation**. Includes the proposed new programming for the Small Urban & Rural Component in consensus score order.

### **2. RESOLUTION G-16-32**

### **3. CORRESPONDENCE**



## CALIFORNIA TRANSPORTATION COMMISSION

### Adoption of the 2017 Active Transportation Program Statewide and Small Urban & Rural Components

#### Resolution No. G-16-32

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the Active Transportation Program (ATP); and
- 1.2 **WHEREAS**, pursuant to Section 2384, the 2017 ATP is a four-year program covering program years 2017-18, 2018-19, 2019-20, and 2020-21; and
- 1.3 **WHEREAS**, pursuant to Streets and Highways Code Section 2381, the program will be funded by state and federal funds from appropriations in the annual budget, as estimated in the ATP Revised Fund Estimate adopted by the Commission on October 19, 2016; and
- 1.4 **WHEREAS**, pursuant to Streets and Highways Code Section 2382, the Commission adopted ATP Guidelines on March 17, 2016 with applicability to the 2017 ATP development process; and
- 1.5 **WHEREAS**, the 2017 ATP Revised Fund Estimate provided \$263.526 million in ATP programming capacity to be apportioned to Statewide (50%), Small Urban & Rural (10%) and MPO (40%) Components; and
- 1.6 **WHEREAS**, pursuant to Section 2382(c), no less than 25% of overall program funds will benefit disadvantaged communities during each program cycle; and
- 1.7 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted Fund Estimate; and
- 1.8 **WHEREAS**, the Commission staff recommendations for the 2017 ATP, Statewide and Small Urban & Rural components, were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, and county transportation commissions on October 28, 2016; and
- 1.9 **WHEREAS**, the Commission staff published revised staff recommendation for the 2017 ATP, Statewide and Small Urban & Rural components on December 1, 2016; and
- 1.10 **WHEREAS**, the staff recommendations conform to the Fund Estimate and other requirements of statute for the ATP; and
- 1.11 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 7, 2016 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission hereby adopts the 2017 ATP, Statewide and Small Urban & Rural Components, to include the program described in the revised staff recommendations, including the attachments to this resolution; and
- 2.2 **BE IT FURTHER RESOLVED**, that the Department will continue to work with project sponsors to resolve any project component eligibility and deliverability issues, and report back to the Commission within six months with project specific programming recommendations to resolve those issues; and
- 2.3 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2017 ATP, Statewide and Small Urban & Rural Components, is not authorization to begin work on that project.

Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and

- 2.4 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed; and
- 2.5 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2017 ATP Statewide and Small Urban & Rural Components, consistent with the Fund Estimate, in order to reflect the most current information, or to clarify the Commission’s programming commitments, with report of any substantive changes back to the Commission for approval at the May 17-18, 2017 meeting.

**2017 Active Transportation Program - Statewide Component  
Revised Staff Recommendations  
(\$1,000's)**

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&E	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Teams	Final Score	
Var	Caltrans	Active Transportation Resource Center		0	5,058	3,833	1,225	5,058														
LA	Paramount	West Santa Ana Branch Bikeway Phase 2	X	4,550	3,423	395	3,028	3,021	0	56	339	7	Infrastructure (I)								20	99.00
LA	Cudahy	Atlantic Avenue Bicycle and Pedestrian Enhancement Project	X	5,068	1,784	114	1,670	1,670	0	20	94	0	Infrastructure (I)								33	99.00
KER	Delano	ATP-3 SRTS Delano Sidewalk Gap Closure	X	609	537	537	0	422	44	0	71	0	Combination (I/NI)		X	X					5	98.00
LA	San Fernando	City of San Fernando Pacoima Wash Bike/Ped Path, Phase 1	X	3,543	973	973	0	973	0	0	0	0	Infrastructure (I)					X			33	98.00
LA	Los Angeles County DPW	Slauson Blue Line Station Intersection Improvements	X	1,465	1,465	60	1,405	1,205	0	60	200	0	Infrastructure (I)								20	96.00
KER	Kern County Road Department	Boron/Desert Lake Pedestrian Path	X	2,319	1,971	85	1,886	1,580	0	85	255	51	Infrastructure (I)		X						1	95.00
SAC	Sacramento County	47th Ave Pedestrian and Bicycle Improvements	X	4,235	3,009	3,009	0	3,009	0	0	0	0	Infrastructure (I)								2	95.00
LA	Los Angeles DPW Bureau of Engineering	Jefferson Boulevard Complete Street Project	X	6,336	5,986	925	5,061	5,061	0	0	925	0	Infrastructure (I)		X						21	95.00
ALA	Oakland	14th Street: Safe Routes in the City	X	13,939	10,578	1,219	9,359	9,359	0	0	1,219	0	Infrastructure (I)								33	95.00
RIV	Moreno Valley	Juan Bautista De Anza Trail Gap Closure	X	3,149	2,849	90	2,759	2,574	0	90	160	25	Infrastructure (I)		X						27	94.00
LA	South Gate	Garfield Avenue Complete Streets Corridor	X	826	660	116	544	536	0	32	84	8	Infrastructure (I)								40	94.00
BUT	Chico	Esplanade Corridor Safety and Accessibility Improvement Project	X	7,661	7,241	1,005	6,236	6,236	0	0	1,005	0	Infrastructure (I)		X						20	93.00
KER	Kern County Road Department	Rexland Acres Community Sidewalk Project	X	6,376	5,640	1,104	4,536	4,536	0	26	769	309	Infrastructure (I)		X						25	93.00
TEH	Corning	First Street Class 2 Bike Lanes	X	73	73	73	0	67	0	1	5	0	Infrastructure (I)		X				X		30	93.00
SBD	Yucca Valley	Little League Drive Pedestrian Improvements	X	779	622	68	554	554	0	4	64	0	Infrastructure (I)								11	92.00
YUB	Marysville	Marysville Bicycle and Pedestrian Improvement Project	X	583	515	515	0	452	0	0	63	0	Infrastructure (I)						X		12	92.00
YUB	Yuba County	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	X	1,701	1,505	227	1,278	1,253	25	57	170	0	Combination (I/NI)		X	X					27	92.00
BUT	Oroville	Oroville SR 162 Pedestrian/Bicyclist/Disabled Mobility and Safety Improvements	X	3,951	3,451	40	3,411	3,411	0	0	40	0	Infrastructure (I)								31	92.00
LA	Huntington Park	City of Huntington Park – Uncontrolled Crosswalk SRTS Ped Safety Project	X	1,054	1,032	87	945	945	0	9	78	0	Infrastructure (I)		X						40	92.00
LA	SCAG	Southern California Disadvantaged Communities Planning Initiative	X	1,350	1,150	1,150	0	0	1,150	0	0	0	Plan	X							4	91.00
FRE	Fresno	Midtown Fresno Trail: McKinley Avenue Gap Closure	X	3,519	1,556	1,556	0	1,556	0	0	0	0	Infrastructure (I)								5	91.00
KER	Delano	Delano ATP3 SRTS Intersection Enhancement and Education Project	X	669	589	589	0	519	44	0	26	0	Combination (I/NI)		X	X					32	91.00
LA	Lancaster	2020 Safe Route To School Pedestrian Improvements	X	7,443	5,272	5,272	0	5,272	0	0	0	0	Infrastructure (I)		X						1	90.00
ALA	Oakland	Fruitvale Alive Gap Closure Project	X	8,241	5,850	850	5,000	5,000	0	0	800	50	Infrastructure (I)								1	90.00
SD	SANDAG	Imperial Avenue Bikeway	X	11,037	4,450	4,450	0	4,450	0	0	0	0	Infrastructure (I)								5	90.00
SB	Santa Barbara	Eastside Green Lanes & Bike Boulevard Gap Closure	X	2,763	2,736	280	2,456	2,438	0	100	180	18	Infrastructure (I)		X				X		22	90.00
STA	Ceres	Ceres-Citywide Active Transportation Plan	X	131	104	104	0	0	104	0	0	0	Plan	X					X		35	90.00
KER	Kern County Road Department	Rosamond Boulevard Pedestrian Path Project	X	997	880	279	601	601	0	44	79	156	Infrastructure (I)		X						35	90.00

**2017 Active Transportation Program - Statewide Component  
Revised Staff Recommendations  
(\$1,000's)**

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Teams	Final Score	
RIV	La Quinta	La Quinta Village Complete Streets - A Road Diet Project	X	9,533	7,313	7,313	0	7,313	0	0	0	0	Infrastructure (I)		X						38	90.00
FRE	Fresno	Midtown Fresno School Area Multimodal Interconnectivity Project	X	1,401	1,241	144	1,097	1,097	0	43	101	0	Infrastructure (I)		X						38	90.00
STA	Modesto	Paradise Road Area Pedestrian and Bicycle Safety Improvements	X	3,983	3,943	388	3,555	3,555	0	0	388	0	Infrastructure (I)								38	90.00
LA	Signal Hill	Spring Street Bicycle Lane Gap Closure Project, Signal Hill	X	2,599	2,079	376	1,703	1,703	0	44	332	0	Infrastructure (I)								40	90.00
RIV	<del>Coachella Valley AOG</del>	<del>CV Link - Multi-Modal Transportation Corridor</del>	<del>X</del>	<del>99,997</del>	<del>24,307</del>	<del>24,307</del>	<del>0</del>	<del>24,307</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>Infrastructure (I)</del>								<del>10</del>	<del>89.50</del>
RIV	Desert Hot Springs	Palm Drive Bicycle and Pedestrian Improvement Project, #2016-02	X	965	772	772	0	772	0	0	0	0	Infrastructure (I)		X				X		36	89.50
SON	Sonoma-Marín Area Rail Transit Dist	SMART Pathway - Petaluma (Payran to Southpoint)	X	3,272	1,461	1,461	0	1,461	0	0	0	0	Infrastructure (I)		X						27	89.00
PLA	Roseville	Dry Creek Greenway Multi-Use Trail Project, Roseville	X	12,152	4,500	0	4,500	4,318	182	0	0	0	Combination (I/NI)		X	X		X			40	89.00
LA	Los Angeles County DPW	Los Nietos Safe Routes to School - Phase II	X	1,552	1,452	47	1,405	1,194	0	47	211	0	Infrastructure (I)		X						26	89.00
SOL	Fairfield	East Tabor/Tolenas Safe Routes to School Gap Closure Project	X	1,860	1,700	88	1,612	1,015	0	88	132	465	Infrastructure (I)		X						30	89.00
SCL	Sunnyvale	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	X	6,059	4,847	865	3,982	3,982	13	72	780	0	Combination (I/NI)		X	X					26	89.00
ALA	Alameda	Central Avenue Complete Street Project	X	12,471	7,326	180	7,146	6,846	0	180	300	0	Infrastructure (I)		X							88.00
YUB	Yuba County	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	X	1,559	1,246	216	1,030	1,000	30	54	162	0	Combination (I/NI)		X	X			X			88.00
LA	Long Beach	Citywide "8-80" Connections	X	7,987	6,754	6,754	0	6,454	300	0	0	0	Combination (I/NI)		X	X						88.00
LA	Compton	Compton-Carson Regional Safe Bicycling and Wayfinding Project	X	1,868	1,617	1,617	0	1,617	0	0	0	0	Infrastructure (I)									88.00
ORA	Santa Ana	City of Santa Ana - First Street Pedestrian Improvements	X	4,572*	4,553*	540	4,013	4,013	0	10	530	0	Infrastructure (I)		X				X			88.00
		Totals		176,200	131,763	49,766	81,997	118,098	1,892	1,122	9,562	1,089										

\* Applicant requested \$4,572. \$4,553 was available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

CON: Construction Phase  
 DAC: Benefit to Disadvantaged Communities  
 NI: Non-Infrastructure  
 PA&ED: Environmental Phase  
 Plan: Active Transportation Plan  
 PS&E: Plans, Specifications & Estimate Phase  
 REC TR: Recreational Trails Eligible  
 RW: Right-of-Way Phase  
 SRTS: Safe Routes to School

**2017 Active Transportation Program - Small Urban and Rural Component  
Staff Recommendations  
(\$1,000's)**

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score	
SCR	Santa Cruz	Rail Trail Segment 8 and 9 Design and Environmental Review	X	32,934	3,169	519	2,650	0	169	350	2,650	0	Combination (I/NI)								88.00
SB	Santa Barbara	Westside Bike Boulevard Gap Closure	X	4,482	4,437	355	4,082	4,042	0	75	280	40	Infrastructure (I)		X					X	87.00
SB	Santa Barbara County Association of Governments	Rincon Multi-use Trail	X	7,828	6,833	6,833	0	6,833	0	0	0	0	Infrastructure (I)								87.00
SB	Buellton	SR25 Improvements at Intersection of Highway 246 and Sycamore Drive	X	784	684	684	0	684	0	0	0	0	Infrastructure (I)		X						86.00
HUM	Humboldt County Public Works	Fortuna & McKinleyville Active Transportation Education Program	X	595	595	595	0	0	595	0	0	0	Non-Infrastructure (NI)			X			X		86.00
MON	Monterey County	Via Salinas Valley: An Active Transportation Education Program	X	1,158	965	965	0	0	965	0	0	0	Non-Infrastructure (NI)			X					85.00
LAK	Lakeport	Hartley Street Safe Route to School Project - Lakeport, California	X	1,874	1,852	185	1,667	1,667	0	30	155	0	Infrastructure (I)		X					X	85.00
SBO	Hollister	Safe Connections and Complete Streets for West Side of Hollister	X	5,315	1,078	0	1,078	1,078	0	0	0	0	Infrastructure (I)		X						84.00
MEN	Fort Bragg	Fort Bragg Coastal Trail Phase II	X	1,514	766	766	0	766	0	0	0	0	Infrastructure (I)					X	X		83.00
SHA	Redding	Bechelli Lane & Loma Vista Active Transportation Corridor Improvements	X	8,421	5,954*	0	5,954*	5,954*	0	0	0	0	Infrastructure (I)		X						83.00
Totals				64,905	26,333	10,902	15,431	21,024	1,729	455	3,085	40									

\* Applicant requested \$6,740. \$5,954 was available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

CON: Construction Phase  
 DAC: Benefit to Disadvantaged Communities  
 NI: Non-Infrastructure  
 PA&ED: Environmental Phase  
 Plan: Active Transportation Plan  
 PS&E: Plans, Specifications & Estimate Phase  
 REC TR: Recreational Trails Eligible  
 RW: Right-of-Way Phase  
 SRTS: Safe Routes to School