

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 28-29, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.9, Action

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Subject: Adoption of the 2023 Active Transportation Program Metropolitan Planning Organization Component for the Nine of Ten Large Metropolitan Planning Organizations, Resolution G-23-49

Recommendation:

Staff recommends that the California Transportation Commission (Commission) adopt the 2023 Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) component for nine of the ten large metropolitan planning organizations, in accordance with the resolution in Attachment A and staff recommendations in Attachment B. This is the final programming action for the 2023 Active Transportation Program. Commission staff recommendations align with each metropolitan planning organization's proposed program of projects shown in Attachment C. The staff recommendations include the following metropolitan planning organizations:

- Fresno Council of Governments (FCOG)
- Kern Council of Governments (KCOG)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

Issue:

Staff recommends 134 projects for funding, totaling \$539.754 million in Active Transportation Program funding and with total project costs of \$936.885 million. These projects include a broad range of active transportation infrastructure improvements, including over 120 miles of new bikeways, 60 miles of new sidewalks, intersection timing improvements, high-visibility crosswalks, intersection bike boxes, shade trees, bike racks, benches, wayfinding signage, lighting improvements, Americans with Disabilities Act-compliant curb ramps, and bus boarding islands. The recommendations include:

- \$494.092 million (92 percent) for 120 projects benefitting disadvantaged communities (DACs), exceeding the Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and 2023 Active Transportation Program Guidelines requirements that a minimum of 25 percent of overall program funds must benefit disadvantaged communities. Each metropolitan planning organization exceeded the 25 percent threshold.
- \$290.380 million (54 percent) for 60 Safe-Routes-to-School projects.

Metropolitan Planning Organization Programming Recommendations

The following table provides a summary of proposed programming recommendations. The funding amounts are represented in thousands:

MPO	# of Proj.	23-24	24-25	25-26	26-27	Total ATP Funding	Fund Est. Target	Under / (Over) Target
FCOG	10	\$1,002	\$3,915	\$7,184	\$6,514	\$18,615	\$18,615	\$0
KCOG	7	\$70	\$4,562	\$1,820	\$10,346	\$16,798	\$16,798	\$0
SACOG	10	\$4,462	\$2,837	\$4,155	\$34,058	\$45,512	\$45,512	\$0
SANDAG	15	\$21,462	\$6,814	\$15,807	\$17,844	\$61,927	\$61,927	\$0
SCAG	77	\$50,091	\$77,592	\$92,877	\$140,591	\$361,151	\$361,151	\$0
SJCOG	4	\$5,106	\$6,946	\$200	\$1,459	\$13,711	\$13,711	\$0
StanCOG	5	\$1,063	\$1,276	\$4,410	\$3,543	\$10,292	\$10,292	\$0
TCAG	4	\$168	\$4,209	\$2,416	\$2,054	\$8,847	\$8,847	\$0
TMPO	2	\$2,901	\$0	\$0	\$0	\$2,901	\$2,901	\$0
TOTAL	134	\$86,325	\$108,151	\$128,869	\$216,409	\$539,754	\$539,754	\$0

The following table shows the amount of funding benefitting disadvantaged communities for each Metropolitan Planning Organization. The funding amounts are represented in thousands:

MPO	# DAC Projects	Total DAC Funding	25 Percent DAC Target*	Under/(Over) Target	Percentage of Funding to DAC
FCOG	10	\$18,615	\$4,654	(\$13,961)	100%
KCOG	7	\$16,798	\$4,200	(\$12,599)	100%
SACOG	5	\$19,900	\$11,378	(\$8,522)	44%
SANDAG	14	\$57,037	\$15,482	(\$41,555)	92%
SCAG	71	\$349,607	\$90,288	(\$259,319)	97%
SJCOG	4	\$13,711	\$3,428	(\$10,283)	100%
StanCOG	4	\$8,314	\$2,573	(\$5,741)	81%
TCAG	4	\$8,847	\$2,212	(\$6,635)	100%
TMPO	1	\$1,200	\$725	(\$475)	41%
TOTAL	120	\$494,029	\$134,939	(\$359,091)	92%

*Each metropolitan planning organization must program at least 25 percent of its apportioned funds to disadvantaged communities.

Metropolitan Planning Organization Evaluation Process

The Commission adopted the 2023 Active Transportation Program Statewide and Small Urban and Rural Components on December 7, 2022. Projects located within the boundaries of one of the ten large metropolitan planning organizations that were not programmed in the Statewide competitive component were distributed to the applicable metropolitan planning organization for funding consideration.

The 2023 Active Transportation Program Guidelines allow a metropolitan planning organization to delegate its project selection to the Commission using the Statewide competition project selection criteria; or, with Commission approval, a metropolitan planning organization may use different project selection criteria, scoring weights, minimum project request, and match requirement. Additionally, a metropolitan planning organization may issue a supplemental call for projects for its regional competition.

The Commission approved the 2023 Active Transportation Program Regional Guidelines that allow for different project selection criteria for the following metropolitan planning organizations; the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Diego Association of Governments, the San Joaquin Council of Governments, the Southern California Association of Governments, the Stanislaus Council of Governments, the Tahoe Metropolitan Planning Organization, and the Tulare County Association of Governments. Of these metropolitan planning organizations, the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tahoe Metropolitan Planning Organization issued supplemental calls for projects.

The Kern Council of Governments did not propose 2023 Active Transportation Program Regional Guidelines and instead used the state selection process. The next highest-ranking projects from the Statewide component located within the boundaries of the Kern Council of Governments are recommended for funding, except in cases where limited funding would not allow for a project with a sufficiently funded scope.

Project Examples

The 134 recommended projects include a broad range of active transportation infrastructure improvements. Some specific project examples include:

Fresno Council of Governments:

City of Parlier – Limitless Lane Network (\$3.008 million in ATP funding): This project will serve a low-income, farmworker community with some of the highest rates of asthma, cardiovascular disease, low birth weights, and poverty in California. Additionally, the community has some of the highest pollution and pesticide exposure rates in the state. Many parents leave for work in the early hours of the morning, meaning that most children in the community must walk or bike to school. Improvements include median-protected Class IV bikeways, bulb-outs to shorten crossing distances, and shade trees to create a more comfortable place to walk and bike. Once built, the project will provide a safe connection to three schools, city hall, the public library, the community center, the post office, four parks, existing Class I pathways, places of worship, and several grocery stores.

Kern Council of Governments:

- **City of Tehachapi – Valley Boulevard and Mill Street Gap Closure Project (\$3.266 million in ATP funding):** This project will benefit a low-income community whose residents lack access to vehicles in a neighborhood with limited active transportation facilities. Currently, children walk to school on muddy shoulders, and bicyclists must brave the vehicle lanes with fast-moving traffic. This project will construct sidewalks and Class II bike lanes, closing a gap in the City's active transportation network and connecting residents to affordable housing, schools, places of worship, parks, medical facilities, trails, a community arts center, the community pool, and a community college.

Sacramento Area Council of Governments:

- **Sacramento County – Bell Street Safe Routes to School (\$8.808 million in ATP funding):** This project will be located within the historically disadvantaged neighborhood of West Arden Arcade. West Arden Arcade suffers from high levels of poverty, pollution, and food insecurity. The community is home to several vulnerable populations, including seniors who rely on active transportation to access everyday necessities and a large cohort of Afghan refugees with limited vehicle access. The streets that these communities currently traverse lack continuous sidewalks, safe crossings, and dedicated spaces for bicycles. This project will construct sidewalks, Class II bike lanes, crosswalks, curb ramps, and shortened crossings, providing residents with safer access to schools, parks, food banks and pantries, senior centers, the hospital, transit, and grocery stores.

San Diego Association of Governments:

- **City of National City – 22nd Street Separated Bikeway (\$3.288 million in ATP funding):** This project will serve a low-income community with limited access to vehicles and high levels of pollution from nearby freeways and industrial land use. Many residents rely on transit but lack safe facilities to walk and bike to the transit center. This project will construct a Class I separated path and protected Class IV bikeways to create a more comfortable active transportation environment. Other improvements include bike signals, sidewalks, and intersection timing improvements. Once built, the project will connect residents to the transit center, affordable housing, schools, the Boys and Girls Club, the YMCA, and government services. From the transit center, community members can reach major employment centers, San Diego State University, and the University of California, San Diego.

San Joaquin Council of Governments:

- **City of Stockton – Main and Market Complete Streets (\$8.226 million in ATP funding):** This project will benefit a low-income community that is disproportionately burdened by pollution. Many residents lack access to vehicles, so they must walk and bike on streets without sidewalks and bike lanes. This project will provide Class II bike lanes, new and enhanced sidewalks, crosswalks, curb ramps, and improved intersection lighting. Once constructed, the project will provide residents will a safer connection to the train depot, convention center, city hall, library, post office, transit stops, employment centers, and parks.

Southern California Association of Governments:

- **City of Los Angeles - Boyle Heights Community Connectivity Project (\$32.019 million in ATP funding):** This project will be located in a low-income community disproportionately affected by pollution from nearby freeways and a toxic waste site that is currently being decontaminated. Many residents rely on active transportation to get to work and to access daily necessities. However, they must navigate dangerous crossings, broken sidewalks, and freeway onramps and offramps while walking and biking. This project will transform the community by adding protected Class IV bikeways, new sidewalks, improved crosswalks, bike racks, bike lockers, hydration stations, e-bike charging stations, street lighting, shade trees, and benches. Once built, the project will provide residents with a comfortable connection to schools, parks, sports and recreation centers, medical centers, transit, and affordable housing.

Stanislaus Council of Governments:

- **City of Ceres - Improving Pedestrian Safety on Central Ave and Hackett Road Corridor (\$2.495 million in ATP funding):** This project will serve a low-income community where many children walk or bike to school. These students must navigate dusty, busy streets without sidewalks or bike lanes. Where sidewalks do exist, they are often in disrepair or obstructed by power poles. This project will add Class II bike lanes, sidewalks, curb ramps, and shortened crossings to create a safer walking and biking environment. Once built, the project will connect residents to schools, parks, the downtown business district, city hall, the community center, the laundromat, and the market.

Tahoe Metropolitan Planning Organization:

- **City of South Lake Tahoe – Pioneer Trail Pedestrian Improvement Project Phase 2 (\$1.200 million in ATP funding):** This project will benefit a low-income community that works primarily in the tourism industry in South Lake Tahoe. The project will add Class II bike lanes, street lighting, sidewalks, and shortened pedestrian crossing distances. Once constructed, the project will provide residents with a safer connection to employment centers and shopping.

Tulare County Association of Governments:

- **Tulare County Association of Governments – Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1 (\$2.981 million in ATP funding):** This project is located on the Tule River Reservation, where many residents lack access to drinking water, healthy food, and vehicles. The Reservation has limited active transportation facilities, leaving residents to choose between walking and biking in the traffic lanes or dirty and muddy shoulders. This project will add sidewalks, crosswalks, curb ramps, intersection lighting, and a multi-use trail. In addition, the project includes non-infrastructure bike and pedestrian skills courses for children. Once built, the project will connect community members to the Tribal Education Center, community health center, Tribal Council, Justice Center, and gymnasium.

Commission staff recommendations are consistent with the Metropolitan Planning Organization component project selection process set forth in the 2023 Active Transportation Program Guidelines (Section 42, Metropolitan Planning Organizations with Large Urbanized Areas) and the following:

- Funding levels identified in the Amended 2023 Active Transportation Program Fund Estimate.
- Eligibility for the program.
- The relevant 2023 Active Transportation Program Regional Guidelines for each metropolitan planning organization.
- Statutory requirements.

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The Commission adopted the 2023 Active Transportation Program Fund Estimate in March 2022, which provided \$650.7 million to the program. The Budget Act of 2022 included a one-time Active Transportation Program funding augmentation of \$1.049 billion, bringing the total funding available for the 2023 program to \$1.707 billion. In alignment with statute, the funding was apportioned to the Statewide (50 percent), Small Urban and Rural (10 percent), and Metropolitan Planning Organization (40 percent) components as follows:

- Statewide component – \$853.520 million. The Commission programmed this funding to 67 projects on December 7, 2022.
- Small Urban and Rural component – \$170.704 million. The Commission programmed this funding to 26 projects on December 7, 2022.
- Metropolitan Planning Organization component - \$682.816 million. The Commission programmed \$143.062 million of this total to 15 projects in the Metropolitan Transportation Commission region on May 18, 2023.

Attachments:

- Attachment A: Resolution G-23-49
- Attachment B: 2023 Active Transportation Program Metropolitan Planning Organization Component Commission Staff Recommendations
- Attachment C: 2023 Active Transportation Program Metropolitan Planning Organization Proposed Programming Submittals
- Updated Project Programming Requests ([Link](#))

**CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2023 Active Transportation Program
Metropolitan Planning Organization Component
Nine of Ten Large Metropolitan Planning Organizations**

RESOLUTION G-23-49

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) adopt a program of projects to receive allocations under the Active Transportation Program; and
- 1.2 **WHEREAS**, the Commission must adopt a program of projects for the Active Transportation Program at least every two years, with each program covering four fiscal years; and
- 1.3 **WHEREAS**, the Commission adopted the 2023 Active Transportation Program Guidelines on March 16, 2022; and
- 1.4 **WHEREAS**, the guidelines describe the policies, standards, criteria, and procedures for the development and management of the 2023 Active Transportation Program funding cycle; and
- 1.5 **WHEREAS**, the Amended 2023 Active Transportation Program Fund Estimate provides over \$1.7 billion in programming capacity to the 2023 Active Transportation Program, to be apportioned to the Statewide (50 percent [\$853.520 million]), Small Urban and Rural (10 percent [\$170.704 million]), and Metropolitan Planning Organization (40 percent [\$682.816 million]) components in fiscal years 2023-24 through 2026-27; and
- 1.6 **WHEREAS**, pursuant to Streets and Highway Code Section 2382 subdivision (c), no less than 25 percent of overall program funds and funds in each component must benefit disadvantaged communities during each program cycle; and
- 1.7 **WHEREAS**, the Commission adopted the 2023 Active Transportation Program Statewide and Small Urban and Rural components on December 7, 2022; and
- 1.8 **WHEREAS**, the Commission programmed \$143.062 million of the \$682.816 million apportioned to the Metropolitan Planning Organization component to the Metropolitan Transportation Commission region on May 18, 2023; and
- 1.9 **WHEREAS**, the staff recommendations for the 2023 Active Transportation Program Metropolitan Planning Organization component for the remaining nine of ten large metropolitan planning organizations were published and made available to the public on June 5, 2023; and
- 1.10 **WHEREAS**, the staff recommendations conform with the 2023 Active Transportation Program Guidelines and other statutory requirements for the Active Transportation Program; and
- 1.11 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its June 28-29, 2023 meeting.

- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the 2023 Active Transportation Program Metropolitan Planning Organization component for nine of the ten large metropolitan planning organizations, as indicated in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2023 Active Transportation Program Metropolitan Planning Organization component is not an authorization to begin work on that project. Contracts may not be awarded, nor may work begin, until the Commission approves an allocation for a project in the adopted program; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2023 Active Transportation Program Metropolitan Planning Organization component must comply with the 2023 Active Transportation Program Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a “not to exceed amount” and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.5 **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
- 2.6 **BE IT FURTHER RESOLVED**, that staff, in consultation with Caltrans, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2023 Active Transportation Program Metropolitan Planning Organization component to reflect the most current information, or to clarify the Commission’s programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2023 Active Transportation Program Metropolitan Planning Organization component program of projects on the Commission’s website.

California Transportation Commission
2023 Active Transportation Program
MPO Component
Nine of Ten MPOs
Staff Recommendations (\$1000s)

MPO	County	Application ID	Project Title	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*
FCOG	Fresno	6-Fresno, City of-3 [†]	Downtown Neighborhood Safe Schools Crossing	\$ 1,636	\$ 1,636	\$ 148	\$ 7	\$ 1,472	\$ 9	\$ 3	\$ 145	\$ 7	\$ 1,472	\$ 9	Small Infrastructure + Non-Infrastructure	X	X	86	84
FCOG	Fresno	6-Fresno County-3^	Calwa Sidewalk Project	\$ 3,429	\$ 2,697	\$ 39	\$ 314	\$ -	\$ 2,344	\$ 39	\$ 314	\$ -	\$ 2,344	\$ -	Small Infrastructure	X	X	83	82
FCOG	Fresno	6-Parlier, City of-1 [†]	City of Parlier Limitless Lane Network	\$ 3,008	\$ 3,008	\$ 15	\$ 345	\$ 2,648	\$ -	\$ 15	\$ 345	\$ -	\$ 2,648	\$ -	Small Infrastructure	X	X	89	82
FCOG	Fresno	6-Parlier, City of-2 [#]	City of Parlier Schools Corridor Active Transportation Improvements Project	\$ 3,000	\$ 3,000	\$ 270	\$ 408	\$ 2,322	\$ -	\$ 10	\$ 408	\$ -	\$ 2,322	\$ 260	Small Infrastructure + Non-Infrastructure	X	X	N/A	81
FCOG	Fresno	6-Coalinga, City of-1 [†]	Coalinga Perimeter Trail Interconnect Pacific South and Gregory North	\$ 2,016	\$ 1,774	\$ 117	\$ -	\$ 197	\$ 1,460	\$ 117	\$ 91	\$ 106	\$ 1,460	\$ -	Small Infrastructure	X		83	80
FCOG	Fresno	6-Fowler, City of-2	Fremont Elementary/ Marshall Elementary/Fowler High Safe Routes to School	\$ 600	\$ 600	\$ 5	\$ 50	\$ 545	\$ -	\$ 5	\$ 50	\$ -	\$ 545	\$ -	Small Infrastructure	X	X	71	78
FCOG	Fresno	6-Selma, City of-2 [#]	Selma Branch Canal Parkway Project	\$ 3,500	\$ 3,098	\$ 13	\$ 384	\$ -	\$ 2,701	\$ 13	\$ 384	\$ -	\$ 2,701	\$ -	Small Infrastructure	X	X	N/A	76
FCOG	Fresno	6-Fresno County-2^	Tranquility Sidewalk Project	\$ 4,608	\$ 458	\$ 79	\$ 379	\$ -	\$ -	\$ 79	\$ 379	\$ -	\$ -	\$ -	Medium Infrastructure	X	X	74	74
FCOG	Fresno	6-Fresno County-5 [#]	Herndon-Barstow Elementary High Intensity Activated Crosswalk	\$ 801	\$ 603	\$ 107	\$ 496	\$ -	\$ -	\$ -	\$ 84	\$ 23	\$ 496	\$ -	Small Infrastructure	X	X	N/A	74
FCOG	Fresno	6-Huron, City of-1	Citywide Sidewalk Improvements	\$ 1,741	\$ 1,741	\$ 209	\$ 1,532	\$ -	\$ -	\$ 5	\$ 204	\$ -	\$ 1,532	\$ -	Small Infrastructure	X		69	71
KCOG	Kern	9-Tehachapi, City of-1	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,266	\$ 3,266	\$ 65	\$ 315	\$ 200	\$ 2,686	\$ 65	\$ 315	\$ 200	\$ 2,686	\$ -	Small Infrastructure	X		87	87
KCOG	Kern	6-Kern County - D6-4	Kern River Parkway Multi-use Path Safety & Connectivity Project	\$ 8,035	\$ 6,800	\$ -	\$ 900	\$ -	\$ 5,900	\$ -	\$ 900	\$ -	\$ 5,900	\$ -	Medium Infrastructure	X		81	81
KCOG	Kern	6-Kern County - D6-5	Safe Route To School (SRTS) ADA Crosswalk Safety	\$ 2,342	\$ 1,760	\$ -	\$ -	\$ -	\$ 1,760	\$ -	\$ -	\$ -	\$ 1,760	\$ -	Small Infrastructure	X	X	78	78
KCOG	Kern	6-Wasco, City of-1	Central Avenue Class I & Class II Bicycle Trails	\$ 660	\$ 660	\$ 5	\$ 71	\$ 584	\$ -	\$ 5	\$ 71	\$ -	\$ 584	\$ -	Small Infrastructure	X		73	73
KCOG	Kern	6-Delano, City of-1	ATP-6 SRTS Sidewalk Gap and Crosswalk Improvement Project	\$ 703	\$ 703	\$ -	\$ 75	\$ 628	\$ -	\$ -	\$ 75	\$ -	\$ 628	\$ -	Small Infrastructure	X	X	71	71
KCOG	Kern	6-Taft, City of-1	10th St & San Emidio St - Intersection Safety Improvements	\$ 455	\$ 455	\$ -	\$ 47	\$ 408	\$ -	\$ 5	\$ 42	\$ -	\$ 408	\$ -	Small Infrastructure	X		70	70
KCOG	Kern	6-Bakersfield, City of-3^	H Street Corrior (SR-204 to Hwy 58)	\$ 8,454	\$ 3,154	\$ -	\$ 3,154	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,154	\$ -	Medium Infrastructure	X	X	66	66
SACOG	Sacramento	3-Elk Grove, City of-1	Laguna Creek Inter-Regional Trail SR 99 Overcrossing and Gap Closure	\$ 10,900	\$ 6,874	\$ -	\$ -	\$ -	\$ 6,874	\$ -	\$ -	\$ -	\$ 6,874	\$ -	Large Infrastructure			66	83
SACOG	Sacramento	3-Citrus Heights, City of-3 [#]	Arcade Cripple Creek Extension	\$ 8,084	\$ 7,155	\$ 500	\$ -	\$ 806	\$ 5,849	\$ 500	\$ 600	\$ 206	\$ 5,849	\$ -	Medium Infrastructure	X		N/A	81
SACOG	Placer	3-Roseville, City of-1	Dry Creek Greenway East Multi-Use Trail, Phase 2	\$ 8,942	\$ 6,063	\$ -	\$ -	\$ -	\$ 6,063	\$ -	\$ -	\$ -	\$ 5,848	\$ 215	Medium Infrastructure + Non-Infrastructure			66	81
SACOG	El Dorado	3-El Dorado County-2	El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing	\$ 5,850	\$ 3,271	\$ 3,271	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,271	\$ -	Medium Infrastructure			80	79
SACOG	Sacramento	3- Sacramento County Regional Parks-1 [#]	Dry Creek Parkway Trail	\$ 8,696	\$ 7,704	\$ -	\$ -	\$ 975	\$ 6,729	\$ -	\$ 975	\$ -	\$ 6,729	\$ -	Medium Infrastructure			N/A	78
SACOG	Sacramento	3-Sacramento County-2	Bell Street Safe Routes to School	\$ 9,949	\$ 8,808	\$ 270	\$ 2,102	\$ -	\$ 6,436	\$ 270	\$ 340	\$ 1,762	\$ 6,304	\$ 132	Medium Infrastructure + Non-Infrastructure	X	X	82	78
SACOG	Sacramento	3-Sacramento, City of-3 [#]	9th Street Separated Bikeway Project	\$ 2,899	\$ 2,564	\$ 132	\$ -	\$ 325	\$ 2,107	\$ 132	\$ 325	\$ -	\$ 2,107	\$ -	Small Infrastructure	X		N/A	77
SACOG	Yolo	3-West Sacramento, City of-2 [‡]	West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements	\$ 909	\$ 735	\$ -	\$ 735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 735	\$ -	Small Infrastructure	X		N/A	77
SACOG	Sacramento	3-Folsom, City of-1	Folsom-Placerville Rail Trail Gap Closure Project	\$ 3,048	\$ 1,700	\$ 200	\$ -	\$ 1,500	\$ -	\$ -	\$ 200	\$ -	\$ 1,500	\$ -	Small Infrastructure			84	76
SACOG	Yolo	3-West Sacramento, City of-3 [#]	North 5th Street Complete Streets & Connectivity Project	\$ 3,536	\$ 638	\$ 89	\$ -	\$ 549	\$ -	\$ 89	\$ 310	\$ 239	\$ -	\$ -	Medium Infrastructure	X		N/A	76
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-3 [§]	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	\$ 68,596	\$ 4,614	\$ 4,614	\$ -	\$ -	\$ -	\$ 4,614	\$ -	\$ -	\$ -	\$ -	Large Infrastructure	X	X	87	1
SANDAG	San Diego	11-National City, City of-5 [#]	Bayshore Bikeway Segment 5	\$ 9,588	\$ 2,072	\$ 2,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,072	\$ -	Medium Infrastructure	X		N/A	2
SANDAG	San Diego	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	\$ 18,845	\$ 9,762	\$ 78	\$ -	\$ 1,295	\$ 8,389	\$ 78	\$ 1,295	\$ -	\$ 8,389	\$ -	Large Infrastructure	X	X	75	3
SANDAG	San Diego	11-National City, City of-6 [#]	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	\$ 6,373	\$ 2,248	\$ 600	\$ -	\$ 1,648	\$ -	\$ 100	\$ 370	\$ 130	\$ 1,648	\$ -	Medium Infrastructure	X		N/A	4

California Transportation Commission
2023 Active Transportation Program
MPO Component
Nine of Ten MPOs
Staff Recommendations (\$1000s)

MPO	County	Application ID	Project Title	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-5 [§]	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	\$ 88,131	\$ 3,818	\$ 3,818	\$ -	\$ -	\$ -	\$ 3,818	\$ -	\$ -	\$ -	\$ -	Large Infrastructure	X		76	6
SANDAG	San Diego	11-El Cajon, City of-1	Main Street Green Street Phase 2 Roundabout	\$ 6,800	\$ 5,984	\$ 575	\$ -	\$ 5,409	\$ -	\$ 3	\$ 572	\$ -	\$ 5,409	\$ -	Medium Infrastructure	X		67	9
SANDAG	San Diego	11-San Diego, City of-6 [^]	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	\$ 1,500	\$ 1,239	\$ 1,239	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,239	Plan	X		67	10
SANDAG	San Diego	11-San Diego, City of-5	San Diego CicloSDias Pilot	\$ 500	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	Non-Infrastructure	X		61	11
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-6 [#]	Bridging the North Park/Mid-City Gap: Robinson Bikeway	\$ 9,530	\$ 5,172	\$ 546	\$ 4,626	\$ -	\$ -	\$ -	\$ -	\$ 546	\$ 4,626	\$ -	Medium Infrastructure	X		N/A	12
SANDAG	San Diego	11-Lemon Grove, City of-3 [#]	Connect Main Street Phases 2 and 3	\$ 4,891	\$ 4,890	\$ 374	\$ -	\$ 4,516	\$ -	\$ -	\$ 374	\$ -	\$ 4,516	\$ -	Medium Infrastructure			N/A	13
SANDAG	San Diego	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	\$ 8,085	\$ 8,004	\$ 115	\$ 1,194	\$ -	\$ 6,695	\$ 115	\$ 1,194	\$ -	\$ 6,695	\$ -	Medium Infrastructure	X		76	14
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-7 [#]	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	\$ 9,345	\$ 6,344	\$ 6,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,344	\$ -	Medium Infrastructure	X		N/A	15
SANDAG	San Diego	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	\$ 3,810	\$ 3,010	\$ 100	\$ 150	\$ 2,760	\$ -	\$ 100	\$ 150	\$ -	\$ 2,760	\$ -	Medium Infrastructure	X		78	17
SANDAG	San Diego	11-National City, City of-2	22nd Street Separated Bikeway	\$ 3,290	\$ 3,288	\$ 148	\$ 380	\$ -	\$ 2,760	\$ 148	\$ 380	\$ -	\$ 2,760	\$ -	Small Infrastructure	X		87	19
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-4 [^]	Uptown Phase 4: Mission Hills to Old Town Bikeway	\$ 8,800	\$ 982	\$ 339	\$ 464	\$ 179	\$ -	\$ 339	\$ 366	\$ 98	\$ 179	\$ -	Medium Infrastructure	X	X	83	21
SCAG	Imperial	11-Imperial County Transportation Commission-1	Pedestrian Improvementsfor the Calexico Intermodal Transportation Center	\$ 1,173	\$ 1,073	\$ -	\$ 1,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,073	\$ -	Small Infrastructure	X		60	80
SCAG	Imperial	11-El Centro, City of-1	City of El Centro Pedestrian Improvement Project	\$ 1,300	\$ 1,200	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	Small Infrastructure	X		56	76
SCAG	Imperial	11-Calipatria, City of-1	City of Calipatria - Bonita Place Pedestrian Safety Project	\$ 997	\$ 997	\$ 88	\$ 909	\$ -	\$ -	\$ 20	\$ 68	\$ -	\$ 909	\$ -	Small Infrastructure	X		48	68
SCAG	Los Angeles	7-Los Angeles, City of-8 [§]	Boyle Heights Community Connectivity Project	\$ 37,725	\$ 32,019	\$ 3,395	\$ -	\$ 2,886	\$ 25,738	\$ 3,395	\$ 2,037	\$ 849	\$ 25,738	\$ -	Large Infrastructure	X	X	89	99
SCAG	Los Angeles	7-Pasadena, City of-1	North Lake Avenue Pedestrian and Safety Enhancement Project	\$ 10,116	\$ 9,938	\$ 120	\$ 702	\$ -	\$ 9,116	\$ 120	\$ 672	\$ 30	\$ 9,116	\$ -	Large Infrastructure	X		88	98
SCAG	Los Angeles	7-Huntington Park, City of-1	Huntington Park's Safe Routes for Students and Seniors	\$ 4,761	\$ 4,261	\$ 55	\$ 320	\$ 3,886	\$ -	\$ 55	\$ 320	\$ -	\$ 3,886	\$ -	Medium Infrastructure	X	X	87	97
SCAG	Los Angeles	7-San Gabriel Valley Council of Governments-1	Pomona Safe and Active: Bike/Ped Safety Improvements & Gap Closure	\$ 9,998	\$ 5,976	\$ 418	\$ 5,558	\$ -	\$ -	\$ -	\$ 299	\$ 119	\$ 5,558	\$ -	Medium Infrastructure	X		87	97
SCAG	Los Angeles	University, Pomona (Cal Poly Pomona)-1	Cal Poly Pomona Campuswide Active Transportation Plan	\$ 299	\$ 299	\$ -	\$ 299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299	Plan	X	X	87	96
SCAG	Los Angeles	7-Pico Rivera, City of-1	Pico Rivera Active Transportation Master Plan	\$ 411	\$ 411	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411	Plan	X		85	95
SCAG	Los Angeles	7-Artesia, City of-1 [†]	Pioneer Boulevard Improvements Project, City of Artesia	\$ 3,549	\$ 2,755	\$ 116	\$ 306	\$ 2,333	\$ -	\$ 116	\$ 306	\$ -	\$ 2,333	\$ -	Medium Infrastructure	X	X	87	94
SCAG	Los Angeles	7-Los Angeles County-4 [§]	Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancement Project	\$ 25,163	\$ 10,730	\$ 766	\$ 1,150	\$ 8,814		\$ 766	\$ 1,150	\$ -	\$ 8,814	\$ -	Large Infrastructure	X		89	94
SCAG	Los Angeles	7-Paramount, City of-1	West Paramount Utility Easement Multi-Use Path - Phase 1	\$ 9,661	\$ 9,661	\$ 10	\$ 765	\$ 8,886	\$ -	\$ 10	\$ 750	\$ 15	\$ 8,886	\$ -	Medium Infrastructure	X		85	94
SCAG	Los Angeles	7-Los Angeles County-5	Walnut Park Pedestrian Plan Implementation	\$ 8,395	\$ 2,446	\$ 175	\$ 262	\$ 2,009	\$ -	\$ 175	\$ 262	\$ -	\$ 2,009	\$ -	Medium Infrastructure	X		83	93
SCAG	Los Angeles	7-Los Angeles County-6 [†]	Unincorporated Los Angeles County Safe Routes to School Plan	\$ 750	\$ 750	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	Plan	X	X	83	93
SCAG	Los Angeles	7-Los Angeles, City of-10 [§]	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	\$ 36,238	\$ 30,766	\$ 3,296	\$ -	\$ 2,198	\$ 25,272	\$ 3,296	\$ 2,198	\$ -	\$ 25,272	\$ -	Large Infrastructure	X	X	83	93
SCAG	Los Angeles	7-Glendale, City of-2	Phase 1 of Citywide Pedestrian Master Plan	\$ 10,000	\$ 9,000	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	Medium Infrastructure	X	X	83	92
SCAG	Los Angeles	7-Lancaster, City of-1 [†]	City of Lancaster 5th Street Corridor School Connections Project	\$ 8,332	\$ 6,655	\$ 471	\$ 711	\$ -	\$ 5,473	\$ 471	\$ 711	\$ -	\$ 5,473	\$ -	Medium Infrastructure	X	X	86	91
SCAG	Los Angeles	7-South Gate, City of-2	WSAB LRT Stations First-Last Mile Bikeway Safety and Access Project	\$ 3,375	\$ 3,375	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375	\$ -	Small Infrastructure	X	X	81	91
SCAG	Los Angeles	7-West Covina, City of-1	West Covina Safe Routes to School & Pedestrian Safety Project	\$ 2,561	\$ 2,561	\$ 10	\$ 180	\$ 2,371	\$ -	\$ 10	\$ 180	\$ -	\$ 2,371	\$ -	Small Infrastructure	X	X	88	91
SCAG	Los Angeles	7-Carson, City of-1	City of Carson Master Bicycle Plan	\$ 897	\$ 897	\$ 897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 897	Plan	X		80	90

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SCAG	Los Angeles	7-Los Angeles County-10	Pedestrian Plans for Five High-Collision Disadvantaged Communities in LA County	\$ 1,968	\$ 1,968	\$ -	\$ 1,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,968	Plan	X		80	90
SCAG	Los Angeles	7-Santa Monica, City of-1	Wilshire Active Transportation Safety Project	\$ 5,957	\$ 4,765	\$ -	\$ 4,765	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,765	\$ -	Medium Infrastructure	X		82	89
SCAG	Los Angeles	7-South El Monte, City of-1	Merced Avenue Greenway	\$ 3,488	\$ 2,561	\$ -	\$ 2,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,561	\$ -	Small Infrastructure	X		83	88
SCAG	Los Angeles	7-Avalon, City of-1	Tremont Five Corners School Safety Roundabouts	\$ 4,092	\$ 3,238	\$ 3,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,210	\$ 28	Medium Infrastructure + Non-Infrastructure	X	X	86	87
SCAG	Los Angeles	7-Diamond Bar, City of-1	Diamond Bar Boulevard Complete Streets Project	\$ 7,047	\$ 3,936	\$ -	\$ 3,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,936	\$ -	Medium Infrastructure			85	87
SCAG	Los Angeles	7-South Gate, City of-1 [†]	Tweedy Boulevard Complete Streets, Phase II	\$ 6,594	\$ 5,257	\$ -	\$ 5,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,257	\$ -	Medium Infrastructure	X	X	82	87
SCAG	Los Angeles	7-Downey, City of-1	South Downey Safe Routes to School Phase II Project	\$ 1,145	\$ 1,145	\$ 165	\$ 120	\$ 860	\$ -	\$ 65	\$ 120	\$ -	\$ 860	\$ 100	Small Infrastructure + Non-Infrastructure	X	X	83	85
SCAG	Los Angeles	7-Pomona, City of-1	San Jose Creek Multi-Use Bikeway in the City of Pomona	\$ 13,123	\$ 11,623	\$ -	\$ 11,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,305	\$ 318	Large Infrastructure + Non-Infrastructure	X		82	85
SCAG	Los Angeles	7-La Puente, City of-1	City of La Puente's Safe Routes for Students Improvement Project	\$ 4,389	\$ 4,384	\$ -	\$ 325	\$ 4,059	\$ -	\$ -	\$ 300	\$ 25	\$ 4,059	\$ -	Medium Infrastructure	X	X	79	82
SCAG	Los Angeles	7-Los Angeles County-1	Los Nietos Pedestrian Access Improvements	\$ 6,542	\$ 5,233	\$ 561	\$ -	\$ 374	\$ 4,298	\$ 561	\$ 374	\$ -	\$ 4,298	\$ -	Medium Infrastructure + Non-Infrastructure	X		78	81
SCAG	Los Angeles	7-Signal Hill, City of-1	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	\$ 2,894	\$ 2,785	\$ 192	\$ 306	\$ 2,287	\$ -	\$ 192	\$ 306	\$ -	\$ 2,287	\$ -	Small Infrastructure	X		79	81
SCAG	Los Angeles	7-Los Angeles County-9 [†]	Lennox Vision Zero Traffic Safety Enhancements	\$ 1,141	\$ 1,141	\$ 1,141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,141	\$ -	Quick Build			N/A	80
SCAG	Los Angeles	7-Carson, City of-2 [†]	City of Carson City-wide Community Safety Improvements	\$ 3,467	\$ 3,451	\$ 30	\$ 175	\$ -	\$ 3,246	\$ 30	\$ 175	\$ -	\$ 3,246	\$ -	Small Infrastructure	X		75	78
SCAG	Los Angeles	7-Cudahy, City of-1	Salt Lake Avenue Pedestrian Accessibility Project	\$ 7,125	\$ 7,125	\$ 275	\$ 632	\$ 675	\$ 5,543	\$ 275	\$ 632	\$ 675	\$ 5,543	\$ -	Medium Infrastructure	X	X	68	78
SCAG	Los Angeles	7-Santa Clarita, City of-2 [†]	Orchard Village Road Protected Pedestrian and Bicycle Facility	\$ 764	\$ 764	\$ 764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 764	\$ -	Quick Build			N/A	77
SCAG	Los Angeles	7-San Gabriel Valley Council of Governments-3 ^{A&B}	East San Gabriel Valley Sustainable Multimodal Improvement Project	\$ 64,829	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	Large Infrastructure	X		58	66
SCAG	Los Angeles	7-Maywood, City of-1 ^A	Randolph Street Bike and Facilities Improvement Project	\$ 1,375	\$ 145	\$ -	\$ 15	\$ 130	\$ -	\$ 15	\$ 130	\$ -	\$ -	\$ -	Small Infrastructure	X		58	63
SCAG	Orange	12-Anaheim, City of-1	Rio Vista Safe Routes to School Project	\$ 1,312	\$ 1,312	\$ 40	\$ 293	\$ 979	\$ -	\$ 40	\$ 173	\$ 120	\$ 979	\$ -	Small Infrastructure	X	X	88	108
SCAG	Orange	12-Santa Ana, City of-16	Mendez Int Advance Learning Santiago ES Sierra Int SRTS	\$ 9,987	\$ 9,987	\$ 50	\$ 900	\$ -	\$ 9,037	\$ 50	\$ 900	\$ -	\$ 9,037	\$ -	Medium Infrastructure	X	X	88	105
SCAG	Orange	12-Santa Ana, City of-20	Memory Lane and Flower Street Bikeway	\$ 6,264	\$ 5,000	\$ -	\$ 450	\$ -	\$ 4,550	\$ -	\$ 450	\$ -	\$ 4,550	\$ -	Medium Infrastructure	X		85	105
SCAG	Orange	12-Santa Ana, City of-15	MacArthur Intermediate and Taft Elementary SRTS	\$ 4,900	\$ 4,900	\$ 50	\$ 650	\$ -	\$ 4,200	\$ 50	\$ 650	\$ -	\$ 4,200	\$ -	Medium Infrastructure	X	X	88	105
SCAG	Orange	12-Buena Park, City of-1	Dale / Whitaker Complete Streets Project	\$ 4,595	\$ 4,368	\$ 765	\$ 3,603	\$ -	\$ -	\$ 100	\$ 665	\$ 130	\$ 3,473	\$ -	Medium Infrastructure	X		81	101
SCAG	Orange	12-Santa Ana, City of-5	Jackson Elementary and Diamond Elementary SRTS	\$ 8,262	\$ 8,262	\$ 100	\$ 850	\$ -	\$ 7,312	\$ 100	\$ 850	\$ -	\$ 7,312	\$ -	Medium Infrastructure	X	X	84	101
SCAG	Orange	12-Santa Ana, City of-12	Madison ES Roosevelt-Walker Academy Century HS SRTS	\$ 9,990	\$ 9,990	\$ 50	\$ 1,100	\$ -	\$ 8,840	\$ 50	\$ 1,100	\$ -	\$ 8,840	\$ -	Medium Infrastructure	X	X	89	101
SCAG	Orange	12-Fullerton, City of-1	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	\$ 7,140	\$ 7,140	\$ 50	\$ 1,385	\$ 5,705	\$ -	\$ 50	\$ 1,300	\$ 85	\$ 5,705	\$ -	Medium Infrastructure + Non-Infrastructure	X	X	80	100
SCAG	Orange	12-Anaheim, City of-2 [†]	Anaheim Pedestrian Crosswalk Safety Improvements Project	\$ 1,112	\$ 1,112	\$ 42	\$ 128	\$ -	\$ 942	\$ 42	\$ 128	\$ -	\$ 942	\$ -	Small Infrastructure	X		82	99
SCAG	Orange	12-Orange County Transportation Authority (OCTA)-1	Next STEP (Safe Travels Education Program)	\$ 850	\$ 850	\$ 850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850	Non-Infrastructure	X		67	82
SCAG	Orange	12-Santa Ana, City of-1	Santa Ana High School and Heninger Elementary School SRTS	\$ 8,222	\$ 8,222	\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ -	Medium Infrastructure	X	X	84	17
SCAG	Riverside	8-Riverside County-7 [†]	Riverside County Safe Routes for All - City of Moreno Valley	\$ 442	\$ 442	\$ -	\$ 442	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 442	Non-Infrastructure	X	X	87	107
SCAG	Riverside	8-Desert Hot Springs, City of-1	Hacienda Avenue East SRTS Phase II Improvement Project	\$ 9,922	\$ 8,422	\$ -	\$ -	\$ 8,422	\$ -	\$ -	\$ -	\$ -	\$ 8,422	\$ -	Medium Infrastructure	X	X	89	102
SCAG	Riverside	8-Menifee, City of-1	Harvest Valley Elementary Safe Routes to School	\$ 5,230	\$ 4,354	\$ 124	\$ 1,483	\$ 2,747	\$ -	\$ 124	\$ 417	\$ 1,066	\$ 2,747	\$ -	Medium Infrastructure	X	X	89	96

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SCAG	Riverside	8-Desert Hot Springs, City of-2	Palm Drive Improvements - I-10 to Camino Aventura	\$ 9,973	\$ 8,975	\$ 8,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,975	\$ -	Medium Infrastructure	X		76	96
SCAG	Riverside	8-Riverside, City of-1	Five Points Neighborhood Pedestrian Safety Improvements	\$ 7,416	\$ 6,525	\$ -	\$ -	\$ 1,134	\$ 5,391	\$ -	\$ -	\$ 1,134	\$ 5,391	\$ -	Medium Infrastructure	X	X	88	91
SCAG	Riverside	8-Moreno Valley, City of-1	ADA Curb Ramps Remediation Project	\$ 1,523	\$ 1,523	\$ 270	\$ -	\$ 1,253	\$ -	\$ 100	\$ 170	\$ -	\$ 1,253	\$ -	Small Infrastructure	X	X	84	91
SCAG	Riverside	8-Riverside, City of-4	Riverside Civil Rights Walk	\$ 3,216	\$ 3,216	\$ 200	\$ 75	\$ 2,941	\$ -	\$ 200	\$ 75	\$ -	\$ 2,941	\$ -	Small Infrastructure	X		80	87
SCAG	Riverside	8-Riverside, City of-2	Mitchell Avenue Sidepath Gap Closure	\$ 7,465	\$ 6,756	\$ -	\$ 245	\$ 2,516	\$ 3,995	\$ -	\$ 245	\$ 2,516	\$ 3,995	\$ -	Medium Infrastructure	X		83	86
SCAG	Riverside	8-Menifee, City of-2	Romoland Elementary Safe Routes to School	\$ 5,561	\$ 4,880	\$ 131	\$ 527	\$ 4,222	\$ -	\$ 131	\$ 527	\$ -	\$ 4,222	\$ -	Medium Infrastructure	X	X	77	84
SCAG	Riverside	8-Palm Desert, City of-1^	Palm Desert Bicycle/Low Speed Electric Vehicle Route	\$ 3,488	\$ 1,301	\$ 1,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,301	\$ -	Small Infrastructure + Non-Infrastructure	X		65	81
SCAG	San Bernardino	8-Montclair, City of-1	Montclair Safe Routes to School Implementation Project	\$ 6,335	\$ 5,701	\$ 521	\$ 5,180	\$ -	\$ -	\$ 130	\$ 391	\$ -	\$ 5,104	\$ 76	Medium Infrastructure + Non-Infrastructure	X	X	89	109
SCAG	San Bernardino	8-Upland, City of-1	City of Upland Mobility Master Plan	\$ 300	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	Plan	X		84	104
SCAG	San Bernardino	8-San Bernardino County-2	Bloomington Area Schools Pedestrian Safety Improvements	\$ 3,383	\$ 3,383	\$ 302	\$ 581	\$ -	\$ 2,500	\$ 302	\$ 201	\$ 380	\$ 2,500	\$ -	Small Infrastructure	X		84	104
SCAG	San Bernardino	8-San Bernardino County-1	San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)	\$ 500	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	Plan	X	X	81	101
SCAG	San Bernardino	8-Apple Valley, Town of-1	Powhatan Road Complete Streets, Apple Valley	\$ 1,735	\$ 1,562	\$ 202	\$ 1,360	\$ -	\$ -	\$ -	\$ 202	\$ -	\$ 1,360	\$ -	Small Infrastructure	X		80	100
SCAG	San Bernardino	8-Twentynine Palms, City of-1	Sullivan Road/Hatch Road Side Path/Bicycle Lanes	\$ 3,480	\$ 3,480	\$ 280	\$ 200	\$ 3,000	\$ -	\$ 60	\$ 220	\$ 200	\$ 3,000	\$ -	Small Infrastructure	X	X	78	98
SCAG	San Bernardino	8-Rialto, City of-1	Rialto Pacific Electric Trail Extension	\$ 7,822	\$ 7,037	\$ 185	\$ 725	\$ 6,127	\$ -	\$ 185	\$ 725	\$ -	\$ 5,922	\$ 205	Medium Infrastructure + Non-Infrastructure	X		75	95
SCAG	San Bernardino	8-Yucaipa, City of-1	15th Street (Avenue D to Yucaipa Blvd)	\$ 320	\$ 320	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320	\$ -	Small Infrastructure	X		75	95
SCAG	San Bernardino	8-Adelanto, City of-1	Adelanto Safe Routes to School	\$ 9,121	\$ 9,121	\$ 375	\$ 875	\$ 7,871	\$ -	\$ 375	\$ 875	\$ -	\$ 7,871	\$ -	Medium Infrastructure + Non-Infrastructure	X	X	71	91
SCAG	San Bernardino	8-Needles, City of-1	City of Needles Schools and Seniors Sidewalk Project	\$ 1,658	\$ 1,565	\$ 216	\$ 113	\$ -	\$ 1,236	\$ 54	\$ 162	\$ 113	\$ 1,236	\$ -	Small Infrastructure	X	X	71	91
SCAG	San Bernardino	8-Barstow, City of-1	Pedestrian, Bicyclist, and Safety Improvements	\$ 9,939	\$ 4,140	\$ -	\$ -	\$ -	\$ 4,140	\$ -	\$ -	\$ -	\$ 4,140	\$ -	Medium Infrastructure	X		69	89
SCAG	San Bernardino	8-Fontana, City of-1^	Foothill Boulevard Active Transportation Improvement	\$ 9,971	\$ 4,925	\$ -	\$ 4,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,925	\$ -	Medium Infrastructure	X		69	89
SCAG	Ventura	7-Thousand Oaks, City of-1	Lynn Road Bike Lanes and Pedestrain Improvements	\$ 3,352	\$ 2,602	\$ -	\$ -	\$ 2,602	\$ -	\$ -	\$ -	\$ -	\$ 2,602	\$ -	Small Infrastructure			86	101
SCAG	Ventura	7-Thousand Oaks, City of-2	Hillcrest Drive Class IV Bike lanes and Pedestrian Improvements	\$ 2,840	\$ 2,350	\$ -	\$ 2,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,350	\$ -	Small Infrastructure			86	101
SCAG	Ventura	7-Ventura, City of-1 [§]	Santa Paula Trail, East Ventura Station to e/o Wells Road	\$ 27,133	\$ 6,716	\$ 6,716	\$ -	\$ -	\$ -	\$ 1,900	\$ 2,538	\$ 2,278	\$ -	\$ -	Large Infrastructure	X	X	78	96
SCAG	Ventura	7-Ventura County-2	Piru Pedestrian Improvement Project	\$ 3,450	\$ 3,450	\$ 200	\$ -	\$ 390	\$ 2,860	\$ 200	\$ 390	\$ -	\$ 2,860	\$ -	Small Infrastructure	X	X	55	73
SCAG	Ventura	7-Fillmore, City of-1	City of Fillmore Active Transportation Program Needs Assessment	\$ 70	\$ 70	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	Plan	X		55	70
SCAG	Ventura	7-Simi Valley, City of-1 [†]	Simi Valley Bicycle Master Plan	\$ 250	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	Plan	X		40	55
SCAG	Ventura	7-Simi Valley, City of-2^	Arroyo Simi Greenway Phase 5 AP#2	\$ 1,310	\$ 751	\$ 92	\$ 659	\$ -	\$ -	\$ 14	\$ 72	\$ 6	\$ 659	\$ -	Small Infrastructure			29	42
SJCOG	San Joaquin	10-San Joaquin Regional Rail Commission-1 [#]	East Channel Street Streetscape and Connectivity Project	\$ 10,492	\$ 3,500	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ -	Large Infrastructure	X		N/A	178.0
SJCOG	San Joaquin	10-San Joaquin County-2 [†]	Countywide Sidewalks Connectivity Plan	\$ 566	\$ 273	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 273	Plan	X		82	147
SJCOG	San Joaquin	10-Stockton, City of-4 [†]	Main and Market Complete Streets (Phase 1)	\$ 10,142	\$ 8,226	\$ 1,333	\$ 6,893	\$ -	\$ -	\$ -	\$ 1,333	\$ -	\$ 6,893	\$ -	Large Infrastructure	X	X	76	146
SJCOG	San Joaquin	10-Tracy, City of-1 [†]	East Schulte Safety and Multimodal Community Corridor - MacArthur Phase	\$ 1,712	\$ 1,712	\$ -	\$ 53	\$ 200	\$ 1,459	\$ 53	\$ 200	\$ -	\$ 1,459	\$ -	Medium Infrastructure	X		66	132
StanCOG	Stanislaus	10-Ceres, City of-2 [#]	Building on Active Transportation Connectivity and Access within the City	\$ 2,858	\$ 2,858	\$ -	\$ 256	\$ 2,602	\$ -	\$ -	\$ 256	\$ -	\$ 2,602	\$ -	Small Infrastructure	X		N/A	103

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StanCOG	Stanislaus	10-Stanislaus County-1 [#]	Denair School Safe Crossing and Active Transportation Connectivity Project	\$ 3,498	\$ 1,978	\$ -	\$ -	\$ -	\$ 1,978	\$ -	\$ -	\$ -	\$ 1,978	\$ -	Small Infrastructure		X	N/A	99
StanCOG	Stanislaus	10-Waterford, City of-2 [#]	Waterford Tim Bell Road Pedestrian Improvements	\$ 1,993	\$ 1,993	\$ 15	\$ 170	\$ 1,808	\$ -	\$ 15	\$ 55	\$ 115	\$ 1,808	\$ -	Small Infrastructure	X		N/A	95
StanCOG	Stanislaus	10-Oakdale, City of-1	Southwest Downtown - Safe Routes to School Project	\$ 998	\$ 968	\$ 968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 968	\$ -	Small Infrastructure	X	X	59	94
StanCOG	Stanislaus	10-Ceres, City of-1	Improving Pedestrian Safety on Central Ave and Hackett Road Corridor	\$ 2,612	\$ 2,495	\$ 80	\$ 850	\$ -	\$ 1,565	\$ 80	\$ 213	\$ 637	\$ 1,565	\$ -	Small Infrastructure	X	X	78	94
TCAG	Tulare	6-Woodlake, City of-1	West Sequoia Avenue Multi-Modal Improvements Project	\$ 2,922	\$ 2,532	\$ -	\$ 2,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,532	\$ -	Small Infrastructure	X	X	78	100
TCAG	Tulare	6-Tulare County-2 [^]	Poplar Pedestrian Connectivity Project	\$ 3,182	\$ 2,539	\$ -	\$ 485	\$ -	\$ 2,054	\$ -	\$ 200	\$ 285	\$ 2,054	\$ -	Small Infrastructure	X	X	88	95
TCAG	Tulare	6-Tulare County Association of Governments-1 [†]	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$ 2,981	\$ 2,981	\$ 168	\$ 397	\$ 2,416	\$ -	\$ 168	\$ 357	\$ -	\$ 2,416	\$ 40	Small Infrastructure + Non-Infrastructure	X	X	87	94
TCAG	Tulare	6-Visalia, City of-1 [†]	Goshen - Visalia Corridor (GVC) Improvement Project, Phase 1	\$ 3,816	\$ 795	\$ -	\$ 795	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 795	\$ -	Small Infrastructure	X	X	87	92
TMPO	El Dorado	3-South Lake Tahoe, City of-1 [#]	Pioneer Trail Pedestrian Improvement Project Phase II	\$ 4,980	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	Medium Infrastructure	X	X	N/A	326
TMPO	El Dorado	3-El Dorado County-6 [#]	Apache Avenue Pedestrian Safety and Connectivity Project	\$ 3,502	\$ 1,701	\$ 1,701	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701	\$ -	Medium Infrastructure		X	N/A	335
				\$ 936,885	\$ 539,754														

Notes
*Regional scores and ranks are on various scales (and not necessarily out of 100). Individual scoring systems are outlined in each MPO's guidelines. †Applicant reduced the cost and/or scope of project that was originally submitted to the state when submitting the project to the regional competition. ^Project is receiving partial funding. "Project was not submitted to the state competition. ‡Project was submitted to the Phase II Quick-Build Project Pilot Program §Project requires baseline agreement.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction Phase
DAC:	Disadvantaged Community
FCOG	Fresno Council of Governments
KCOG	Kern Council of Governments
MPO	Metropolitan Planning Organization
NI:	Non-Infrastructure
PA&ED:	Project Approval & Environmental Documentation Phase
PS&E:	Plans, Specifications & Estimates Phase
R/W:	Right-of-Way Phase
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
SCAG	Southern California Association of Governments
SJCOG	San Joaquin Council of Governments
SRTS:	Safe Routes to School Project
StanCOG	Stanislaus Council of Governments
TCAG	Tulare County Association of Governments
TMPO	Tahoe Metropolitan Planning Organization

Reference Number 4.9
Attachment C
June 28-29, 2023

Metropolitan Planning Organization Proposed Programming Submittals

Fresno Council of Governments



February 28, 2023

Mrs. Tanisha Taylor, Interim Executive Director
California Transportation Commission
1120 N Street Room 2221 (MS-52)
Sacramento, CA 95814

Attention: Laurie Waters

Subject: Fresno Council of Governments Regional Active Transportation Program of Projects – Cycle 6

Ms. Waters:

The California Transportation Commission approved the Fresno Council of Governments (Fresno COG) Cycle 6 Regional Competitive Active Transportation Program (ATP) Guidelines on June 29, 2022. The Fresno COG regional competitive ATP call for projects was released on June 29, 2022, and closed on November 18, 2022. The multidisciplinary advisory group (MAG) evaluated seventeen projects, ten of which are being recommended for funding for a total of \$18.615 million. Nine of the ten recommended projects are fully funded, while one is partially funded. Fresno COG and the applicant will seek additional funding and ensure project delivery. All applications can be found here. The Fresno COG Policy Board approved the recommended project list for the Fresno COG regional competitive ATP on February 23, 2023.

The recommended projects include a broad range of active transportation infrastructure, including new sidewalks that are ADA compliant, new bike lanes, pedestrian improvements, HAWK installations, and non-infrastructure programs that include safety education campaigns. Eight of the projects provide safe routes to schools for students walking and bicycling to school. The ATP guidelines require that at least 25% of the funds be directed to benefit projects in disadvantaged communities; however, Fresno COG is recommending a project list where 100% of the funds will be directed to benefit projects in disadvantaged communities.

The submittal of the recommended program of projects meets the requirements and furthers the ATP purpose and goals set-forth by the 2023 ATP Guidelines that were adopted by the California Transportation Commission.

Included with this letter are the following attachments:

Attachment A – Fresno COG recommended programming spreadsheet

Attachment B – Complete list of submitted projects and contingency list

Attachment C – Fresno COG Policy Board minute excerpt and resolution approving the recommended program of projects

Attachment D – List of scoring committee members

Attachment E – Description of Unbiased Project Selection Method

Attachment F – Applications not Submitted through the State Process

Attachment G – Updated PPR's and Part A4 forms

If any additional information is needed or should you have any questions or comments, please feel free to call Simran Jhutti at (559) 233-4148 ext. 241.

Attachment A

Fresno COG

Recommended Programming Spreadsheet

Metropolitan Planning Organization Component

(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
FCOG	1-Sample Application-1	FRE	Sample Project Title	\$ 3,000	\$ 2,319	\$ 250	\$ 500	\$ 40	\$ 1,529							Small Combo	X	X		Con Phase is funded with SHA and FTF Agency does not want to commit funding on this project in order to have SOF contingency funds
State Funds (SHA & RMRA)										\$ 250	\$ 400	\$ 100	\$ 529	\$ 40	\$ 1,319					
Federal (FTF) funds													\$ 1,000		\$ 1,000					
FCOG	6-Fresno, City of -3	FRE	Downtown Neighborhood Safe Schools Crossing	\$ 1,636	\$ 1,636	\$ 148	\$ 7	\$ 1,472	\$ 9							Small Infrastructure	X	X		
State funds										\$ 3	\$ 145	\$ 7	\$ 1,472	\$ 9	\$ 1,636					
Federal (FTF) funds															\$ -					
FCOG	6-Fresno County-3	FRE	Calwa Sidewalk Project	\$ 3,429	\$ 2,697	\$ 39	\$ 314		\$ 2,344							Small Infrastructure	X	X		Revised amount from statewide ask (scaled down)
State funds																				
Federal (FTF) funds										\$ 39	\$ 314		\$ 2,344		\$ 2,697					
FCOG	6-Fresno County -2	FRE	Tranquility Sidewalk Project	\$ 4,608	\$ 458	\$ 79	\$ 379									Medium Infrastructure	X	X		Revised amount from statewide ask
State funds										\$ 79	\$ 34				\$ 113					
Federal (FTF) funds											\$ 345				\$ 345					
FCOG	6-Parlier, City of-1	FRE	City of Parlier Limitless Lane Network	\$ 3,008	\$ 3,008	\$ 15	\$ 345	\$ 2,648								Small Infrastructure	X	X		Regional recommendation is less than requested amount. \$3,007,720
State funds										\$ 15	\$ 345		\$ 2,648		\$ 3,008					
Federal (FTF) funds															\$ -					
FCOG	6-Parlier, City of-2	FRE	City of Parlier Schools Corridor Active Transportation Improvements Project	\$ 3,000	\$ 3,000	\$ 270	\$ 408	\$ 2,322								Small Combo	X	X		Application not submitted to state program Regional recommendation >\$500,000 than requested amount
State funds										\$ 10	\$ 408		\$ 2,322	\$ 260	\$ 3,000					
Federal (FTF) funds															\$ -					
FCOG	6-Coalinga, City of- 1	FRE	Coalinga Perimeter Trail Interconnect Pacific South and Gregory North	\$ 2,016	\$ 1,774	\$ 117		\$ 197	\$ 1,460							Small Infrastructure	X			Revised amount from statewide ask (scaled down)
State funds										\$ 117	\$ 91	\$ 106	\$ 1,460		\$ 1,774					
Federal (FTF) funds															\$ -				PPR not provided for Regional project	
FCOG	6-Fowler, City of-2	FRE	Fremont Elementary/ Marshall Elementary/Fowler High Safe Routes to School	\$ 600	\$ 600	\$ 5	\$ 50	\$ 545								Small Infrastructure	X	X		
State funds										\$ 5	\$ 50		\$ 545		\$ 600					
Federal (FTF) funds															\$ -					
FCOG	6-Selma, City of-2	FRE	Selma Branch Canal Parkway Project	\$ 3,500	\$ 3,098	\$ 13	\$ 384		\$ 2,701							Small Infrastructure	X	X		Application not submitted to state program
State funds										\$ 13	\$ 384		\$ 2,701		\$ 3,098					
Federal (FTF) funds															\$ -					
FCOG	6-Fresno County -5	FRE	Hemdon-Barstow Elementary High Intensity Activated Crosswalk	\$ 801	\$ 603	\$ 107	\$ 496									Small Infrastructure	X	X		Application not submitted to state program
State funds											\$ 84	\$ 23	\$ 496		\$ 603					
Federal (FTF) funds															\$ -					
FCOG	6-Huron, City of-1	FRE	Citywide Sidewalk Improvements	\$ 1,741	\$ 1,741	\$ 209	\$ 1,532									Small Infrastructure	X			
State funds										\$ 5	\$ 204		\$ 1,532		\$ 1,741					
Federal (FTF) funds															\$ -					
FCOG																				
State funds															\$ -					

Metropolitan Planning Organization Component

(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments	
Federal (FTF) funds															\$ -						
FCOG																					
State funds															\$ -						
Federal (FTF) funds															\$ -						
FCOG																					
State funds															\$ -						
Federal (FTF) funds															\$ -						
FCOG																					
State funds															\$ -						
Federal (FTF) funds															\$ -						
FCOG																					
State funds															\$ -						
Federal (FTF) funds															\$ -						
FCOG																					
State funds															\$ -						
Federal (FTF) funds															\$ -						
			Total	\$ 24,339	\$ 18,615	\$ 1,002	\$ 3,933	\$ 7,184	\$ 6,514												

	FTF	STATE	Total
FCOG Fund estimate totals	\$3,042	\$15,573	\$18,615
Program funding totals	\$ 3,042	\$ 15,573	\$ 18,615
Over or Under Estimate amount	\$0	\$0	\$0

Blue column heading indicates the column data is a drop down menu to select project type

Attachment B

Fresno COG

Recommended Regional Projects

Agency	Application ID	Priority	Project Title	Regional Funding Request	Total Project Cost	Recommended Funding	Cumulative	Regional Score
Fresno	6-Fresno, City of -3	3 of 5	Schools Crossing	\$ 1,636,000.00	\$ 1,636,000.00	\$ 1,636,000.00	\$ 1,636,000.00	84
Fresno County	6-Fresno County-1	1 of 4	Calwa Sidewalk Project	\$ 2,697,000.00	\$ 3,429,000.00	\$ 2,697,000.00	\$ 4,333,000.00	83
Fresno County	6-Fresno County -3	3 of 4	Tranquility Sidewalk Project	\$ 458,000.00	\$ 4,608,000.00	\$ 458,000.00	\$ 4,791,000.00	83
Parlier	6-Parlier, City of-1	1 of 2	Limitless Lane Network	\$ 3,008,720.00	\$ 3,007,720.00	\$ 3,007,720.00	\$ 7,799,720.00	82
Parlier	6-Parlier, City of-2	2 of 2	Schools Corridor Active Transportation Improvements	\$ 3,000,000.00	\$ 3,000,000.00	\$ 3,000,000.00	\$ 10,799,720.00	81
Coalinga	6-Coalinga, City of- 1	1 of 1	Coalinga Perimeter Trail Interconnect Pacific South and	\$ 1,774,080.00	\$ 2,016,000.00	\$ 1,774,080.00	\$ 12,573,800.00	80
Fowler	6-Fowler, City of-2	2 of 2	Fremont Elementary/ Marshall Elementary/Fowler High Safe	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 13,173,800.00	78
Selma	6-5096-1	1 of 1	Selma Branch Canal Parkway Project	\$ 3,098,200.00	\$ 3,500,000.00	\$ 3,098,200.00	\$ 16,272,000.00	76
Fresno County	6-Fresno County -2	2 of 4	Herndon-Barstow Elementary High Intensity Activated Crosswalk	\$ 603,000.00	\$ 801,000.00	\$ 603,000.00	\$ 16,875,000.00	74
Huron	6-Huron, City of-1	1 of 1	Citywide Sidewalk Improvements	\$ 1,741,000.00	\$ 1,741,000.00	\$ 1,741,000.00	\$ 18,616,000.00	71.1666667
Fresno	6-Fresno, City of -2	2 of 5	First Street Phase 3 Protected Bikeway	\$ 2,988,000.00	\$ 2,988,000.00			71.1428571
Fresno	6-Fresno, City of -1	1 of 5	Midtown Trail Tunnel & Regional Connectivity Project	\$ 4,970,000.00	\$ 6,213,000.00			68
Fresno	6-Fresno, City of -4	4 of 5	Williams Elementary Safe Route to School	\$ 778,000.00	\$ 778,000.00			66
Fresno County	6-Fresno County -4	4 of 4	Cantua Creek and El Porvenir Sidewalk Project	\$ 2,775,000.00	\$ 3,476,000.00			61
Fresno	6-Fresno, City of -5	5 of 5	Palm Bikeway to the San Joaquin River Parkway	\$ 1,879,000.00	\$ 1,879,000.00			54.7
Reedley	6-Reedley, City of-1	1 of 1	Reedley Parkway Phase VI	\$ 2,819,000.00	\$ 2,834,000.00			54.6
Fowler	6-Fowler, City of-1	1 of 2	Fowler West-side Alternative Transportation Connection Project	\$ 2,735,000.00	\$ 2,735,000.00			54

\$ 18,615,000.00

Recommended Projects

California Transportation Commission
2023 Active Transportation Program
Statewide Component
Staff Recommendations (\$1000s)

Application ID	Project Title	County	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	Final Score
6-Fresno County-1	Del Rey Sidewalk Project	Fresno	\$ 3,014	\$ 2,982	\$ 99	\$ 417	\$ 61	\$ 2,405	\$ 99	\$ 417	\$ 61	\$ 2,405	\$ -	Infrastructure - Small	Yes	Yes	92

Attachment C

Fresno COG Board Resolution

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2023-04

IN THE MATTER OF:

**2023 FCOG ACTIVE TRANSPORTATION
PROGRAM CYCLE 6**

RESOLUTION ADOPTING THE 2023 FCOG
ACTIVE TRANSPORTATION PROGRAM
CYCLE 6 – MPO COMPONENT FUNDING
RECOMMENDATIONS

WHEREAS, Fresno Council of Governments (FCOG) is a Metropolitan Planning Organization (MPO) with and urbanized population greater than 200,000; and

WHEREAS, Streets and Highways Code Section 2381 requires that forty percent of the funds appropriated for the Active Transportation Program (ATP) be distributed to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population; and

WHEREAS, FCOG's portion of ATP cycle 6 funds to be awarded through the local MPO component is a total of \$18.6 million for programming years 2023-24, 2024-25, 2025-26 and 2026-27; and

WHEREAS, pursuant to Section 2382(c), no less than 25% of the overall program funds will benefit disadvantaged communities during each program cycle; and

WHEREAS, on January 11, 2023 the ATP Multidisciplinary Advisory Group scored and ranked the submitted projects based on criteria adopted by the FCOG Board on May 26, 2022.

NOW, THEREFORE BE IT RESOLVED, that the Fresno Council of Governments hereby adopts the 2023 FCOG Active Transportation Program Cycle 6 - MPO Component Funding Recommendations, as shown on Attachment 1.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 23rd day of February, 2023.

Mendota, Parlier, reedley, Sanger, San Joaquin, Selma,
AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kingsburg,
NOES: None.

ABSTAIN: None.

ABSENT: Orange Cove, Fresno County.

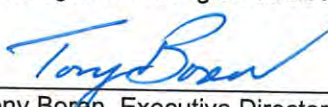
ATTEST: None.

Signed: _____


Alma Beltran, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting dated above.

Signed: _____


Tony Boren, Executive Director

Attachment D

Scoring Committee List

Fresno Council of Governments
2023 ATP Cycle 6 Scoring Committee:

Requirement	Agency	Name
Disadvantaged Communities Advocate	California Rural Legal Assistance Inc.	Mariah Thompson
Bike and Pedestrian Expertise	Fresno Cycling Club	Nick Paladino
Metropolitan Planning Organization	Fresno Council of Governments	Simran Jhutti
State Agency	Caltrans	Pedram Mafi
Urbanized Region	City of Clovis	Tatian Partain
Local jurisdictions	County of Fresno	Erin Haagenon
Rural Region	City of Huron & Orange Cove	Angela Hall

Attachment E

Unbiased Project Selection Method

Approved regional ATP guidelines (page 7-12) outlines the unbiased project selection method:

<https://fresnocog.wpenginepowered.com/wp-content/uploads/2023/02/FCOG-2023-ATP-Cycle-6-Guidelines-and-Supplemental-Application-Packet.pdf>

Kern Council of Governments



March 2, 2023

Mr. Mitchell Weiss
California Transportation Commission
1120 N St. MS 52
Sacramento, California 95814

Attention: Ms. Laurie Waters, ATP Coordinator

Dear Ms. Waters:

Enclosed with this transmittal letter are the required documents for the Kern Cycle 6 COG ATP MPO Augmentation project submittal. At the regularly scheduled February 16, 2023 meeting our Board of Directors approved the Kern COG Cycle 6 ATP MPO Augmentation funded Project List and a contingency list of 2 remaining Cycle 6 state applications. The adopted Kern COG Project Delivery Policy for Active Transportation defers to the CTC guidelines and application review and ranking process for its selection of MPO projects and therefore also defers to the state reviewing panel for the final ranking value of each project.

With regards to the ATP MPO Augmentation submittal checklist: 1) List of Members in Multidisciplinary Advisory Group; and 2) Description of Unbiased Project Selection Method: The Kern COG ATP policy defers to the state review and ranking process for the selection of MPO share funded projects and therefore does not have an alternative advisory group or alternative selection process.

If you have any questions regarding this submittal, please contact Rochelle Invina-Jayasiri, 661-635-2908, rinvina@kerncog.org.

Sincerely,

A handwritten signature in blue ink that reads 'Ahron Hakimi'.

Ahron Hakimi, Executive Director

Enclosures: KCOG Cycle 6 ATP MPO Augmentation funded project list
 KCOG Cycle 6 ATP MPO Augmentation contingency projects
 Approving regional resolution from February 16 KCOG Board meeting
 Copy of PPR for each funded project

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

Resolution No. 23-06

In the matter of:

APPROVAL OF FINAL LIST OF REGIONAL ACTIVE TRANSPORTATION PROGRAM OF PROJECTS AND FUNDING
RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR CYCLE 6 ATP MOU SHARE

WHEREAS, the Legislature and Governor of the State of California have provided for the Active Transportation Program; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures; and

WHEREAS, the CTC has required in its Active Transportation Program (ATP) guidelines for the Metropolitan Planning Organizations (MPOs) to coordinate the competitive process selection to select projects to receive a portion of the ATP funding; and

WHEREAS the Kern Council of Governments (Kern COG) has elected for its selection of ATP MPO share to only consider original applications to the state that are ranked by the state, but not recommended for state funding; and

WHEREAS the Commission application and selection process has resulted in a list of projects in the Kern region that are deemed to meet the requirements of the ATP Program Guidelines and ranked but not funded.

WHEREAS the Commission will fund the Cycle 6 ATP MOU projects based on their revised fund estimate and the 2022-23 state budget line item for Active Transportation Projects; and

WHEREAS the CTC requests that Kern COG select additional projects up to a set programming amount and regionally approve the proposed list of projects based on the state's application review, ranking and recent budgetary fund estimate including a \$16,798,000 MPO share for Kern COG.

NOW, THEREFORE, BE IT RESOLVED:

1. Kern COG certifies that the Kern Regional ATP MPO selection process was conducted in accordance with CTC ATP Program Guidelines; and
2. Kern COG approves the proposed ranked list of Cycle 6 MOU ATP projects and funding recommendations to the CTC.

ADOPTED, SIGNED, AND APPROVED THIS 16th DAY OF February 2023

AYES: Ayon, Couch, Blades, Crump, Warney, Krier, Navarro, Creighton, Parra, Prout, Scrivner
B. Smith, P. Smith, Trujillo

NOES: None


ABSTAIN: None

ABSENT: Reyna, Vasquez


Bob Smith, Chair
Kern Council of Governments

ATTEST:

I hereby attest that the foregoing is a true copy of the Kern Council of Governments duly adopted at a regularly scheduled meeting held on the 16th day of February, 2023.


Ahron Hakimi, Executive Director
Kern Council of Governments

Date: 2-16-23

ATTACHMENT A
KERN REGION LIST OF SUBMITTED & RECEIVED CYCLE 6 ATP APPLICATIONS
YELLOW HIGHLIGHT - APPROVED STATE FUNDED PROJECT
BLUE HIGHLIGHT - FINAL MPO FUNDED PROJECT
BOLD - CONTINGENCY

State Ranking	Implementing Agency	Project Name	Total	Other	ATP	ENV	DESIGN	ROW	CONS	Received
29	Bakersfield, City of	School Flashing Yellow Beacons	\$ 803,000	\$ -	\$ 803,000	\$ -	\$ 143,000	\$ -	\$ 660,000	06/15/22
35	Bakersfield, City of	California Avenue (Marella Way to Planz Rd)	\$ 5,461,000	\$ -	\$ 5,461,000	\$ -	\$ 975,000	\$ -	\$ 4,486,000	06/15/22
39	Bakersfield, City of	California Avenue (Oleander Ave to R St)	\$ 1,980,000	\$ -	\$ 1,980,000	\$ -	\$ 353,000	\$ -	\$ 1,627,000	06/15/22
40	Bakersfield, City of	Kern River North of 24th Street	\$ 2,758,000	\$ -	\$ 2,758,000	\$ 295,000	\$ 197,000	\$ -	\$ 2,266,000	06/15/22
48	Bakersfield, City of	Bakersfield Bicycle Facilities	\$ 263,000	\$ -	\$ 263,000	\$ -	\$ -	\$ -	\$ 263,000	06/15/22
50	Bakersfield, City of	Monterey St (Alta Vista Dr to Brown St)	\$ 4,789,000	\$ -	\$ 4,789,000	\$ -	\$ 855,000	\$ -	\$ 3,934,000	06/15/22
55	Kern County - D6	Niles Street Safety Project	\$ 1,785,000	\$ 260,000	\$ 1,525,000	\$ 10,000	\$ 250,000	\$ -	\$ 1,525,000	06/15/22
56	Caltrans	City of Arvin HAWK- Arvin's "Walk on Walnut Crosswalk Beacon"	\$ 1,398,000	\$ 200,000	\$ 1,198,000	\$ 120,000	\$ 80,000	\$ 137,000	\$ 1,061,000	06/15/22
57	Bakersfield, City of	Arvin-Edison Canal Multi-Use Path	\$ 9,940,000	\$ -	\$ 9,940,000	\$ 710,000	\$ 1,065,000	\$ -	\$ 8,165,000	06/15/22
60	Tehachapi, City of	Northside Neighborhood Complete Sidewalk & Bicycle Lane Project	\$ 3,494,000	\$ -	\$ 3,494,000	\$ 25,000	\$ 370,000	\$ 39,000	\$ 3,060,000	06/14/22
66	Bakersfield, City of	H Street Corridor (SR-204 to Hwy 58)	\$ 8,454,000	\$ 5,300,106	\$ 3,154,000	\$ -	\$ 1,509,000	\$ -	\$ 6,945,000	06/15/22
70	Taft, City of	10th St & San Emidio St - Intersection Safety Improvements	\$ 455,000	\$ -	\$ 455,000	\$ 5,000	\$ 42,000	\$ -	\$ 408,000	06/15/22
71	Delano, City of	ATP-6 SRTS Sidewalk Gap and Crosswalk Improvement Project	\$ 703,000	\$ -	\$ 703,000	\$ -	\$ 75,000	\$ -	\$ 628,000	06/13/22
72.5	Wasco, City of	Central Avenue Class I & Class II Bicycle Trails	\$ 660,000	\$ -	\$ 660,000	\$ 5,000	\$ 71,000	\$ -	\$ 584,000	06/15/22
78	Kern County - D6	Safe Route To School (SRTS) ADA Crosswalk Safety	\$ 2,342,000	\$ 582,000	\$ 1,760,000	\$ 10,000	\$ 344,000	\$ -	\$ 1,988,000	06/15/22
80.5	Kern County - D6	Kern River Parkway Multi-use Path Safety & Connectivity Project	\$ 8,035,000	\$ 1,235,000	\$ 6,800,000	\$ 100,000	\$ 1,150,000	\$ -	\$ 6,785,000	06/15/22
84	Kern County - D6	Mt Vernon SRTS Safety Project	\$ 3,248,000	\$ 384,000	\$ 2,864,000	\$ 10,000	\$ 374,000	\$ -	\$ 2,864,000	06/15/22
87	Tehachapi, City of	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,266,000	\$ -	\$ 3,266,000	\$ 65,000	\$ 315,000	\$ 200,000	\$ 2,686,000	06/15/22
91	Kern County - D6	Norris Pedestrian and Railroad Safety Project	\$ 9,793,000	\$ 1,011,000	\$ 8,782,000	\$ 10,000	\$ 1,059,000	\$ 2,600,000	\$ 6,124,000	06/15/22
TOTALS FOR ALL APPLICATIONS			\$ 69,521,000	\$ 3,672,000	\$ 65,849,000	\$ 1,365,000	\$ 9,227,000	\$ 2,976,000	\$ 55,953,000	
ATP PROJECT FUNDED BY THE STATE			\$ 9,793,000	\$ 1,011,000	\$ 8,782,000					
PROJECTS RECOMMENDED FOR MPO SHARE FUNDING			\$ 18,972,000	\$ 2,201,000	\$ 16,798,000					
ESTIMATED AVAILABLE ATP CYCLE 6 MPO SHARE					\$ 16,798,000					

Note 1: The H Street Corridor project was reduced to \$3,260,000 for ATP funding. The City of Bakersfield would be required to use local funds for the balance.

Note 2: The Mt. Vernon Safe Routes to School Safety Project was withdrawn after their announcement at the January 4, 2023 TTAC meeting.

Note 3: The contingency list would include 1) adding additional funding to the construction phase of the Bakersfield project; then 2) funding the Tehachapi project either partially or fully.

Metropolitan Planning Organization Component
(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
KCOG	6-Kern County-D6-4	Kern	Kern River Parkway Multi-use Path Safety & Connectivity Project	\$ 8,035	\$ 6,800	\$ -	\$ 900	\$ -	\$ 5,900							Medium Infrastructure	X	NO		
			State funds								\$ 900		\$ 5,900		\$ 6,800					
			Federal (FTF) funds												\$ -					
KCOG	6-Kern County - D6-5	Kern	Safe Route To School (SRTS) ADA Crosswalk Safety	\$ 2,342	\$ 1,760	\$ -	\$ -		\$ 1,760							Small Infrastructure	X	YES		
			State funds										\$ 1,760		\$ 1,760					
			Federal (FTF) funds												\$ -					
KCOG	6-Wasco, City of-1	Kern	Central Avenue Class I & Class II Bicycle Trails	\$ 660	\$ 660	\$ 5	\$ 71	\$ 584	\$ -							Small Infrastructure	X	NO		
			State funds							\$ 5	\$ 71	\$ -	\$ 584		\$ 660					
			Federal (FTF) funds												\$ -					
KCOG	6-Delano, City of-1	Kern	ATP-6 SRTS Sidewalk Gap and Crosswalk Improvement Project	\$ 703	\$ 703		\$ 75	\$ 628	\$ -							Small Infrastructure	X	YES		
			State funds								\$ 75		\$ 628		\$ 703					
			Federal (FTF) funds												\$ -					
KCOG	6-Taft, City of-1	Kern	10TH ST & SAN EMIDIO ST - INTERSECTION SAFETY IMPROVEMENTS	\$ 455	\$ 455		\$ 47	\$ 408								Small Infrastructure	X	NO		
			State funds							\$ 5	\$ 42	\$ -	\$ 408		\$ 455					
			Federal (FTF) funds												\$ -					
KCOG	6-Bakersfield, City of-3	Kern	H Street Corrior (SR-204 to Hwy 58)	\$ 8,454	\$ 3,154		\$ 3,154	\$ -								Medium Infrastructure	X	YES		
			Local funds										\$ 5,300							
			State funds										\$ 467		\$ 467					
			Federal (FTF) funds							\$ -			\$ 2,687		\$ 2,687					
KCOG	9-Tehachapi, City of- 1	Kern	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,266	\$ 3,266	\$ 65	\$ 315	\$ 200	\$ 2,686							Small Infrastructure	x	NO		
			State funds							\$ 65	\$ 315	\$ 200	\$ 2,686		\$ 3,266					
			Federal (FTF) funds												\$ -					
			Total	\$ 23,915	\$ 16,798	\$ 70	\$ 4,562	\$ 1,820	\$ 10,346											

	FTF	STATE	Total
KCOG Fund estimate totals	\$2,687	\$14,111	\$16,798
Program funding totals	\$ 2,687	\$ 14,111	\$ 16,798
Over or Under Estimate amount	\$0	\$0	\$0

Blue column heading indicates the column data is a drop down menu to select project type

Sacramento Area Council of Governments



1415 L Street,
Suite 300
Sacramento, CA
95814

916.321.9000
sacog.org

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

April 24, 2023

Ms. Tanisha Taylor, Interim Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Ms. Taylor,

I am pleased to present the Sacramento Area Council of Governments' Six-County Regional Active Transportation Program Augmentation (SACOG Regional ATP) project list to the California Transportation Commission for adoption. The SACOG Board of Directors unanimously approved \$45,512,000 for projects and a contingent project list in priority order on March 16, 2023.

The broad spectrum of projects recommended will support active transportation by improving safety, access, and mobility for bicyclists and pedestrians of all capabilities. The recommended projects support regional and statewide equity goals by investing 44 percent of the funds in providing a meaningful benefit to disadvantaged community residents. Project sponsors for projects recommended for pre-construction funding will continue to seek construction funding through federal, state, regional, and local opportunities.

The attached programming list shows the funding awards and years of allocation for SACOG Regional ATP projects.

If you have questions or concerns, please contact Dustin Foster at 916-340-6261, or via email at DFoster@sacog.org.

Sincerely,

James Corless
Executive Director

Enclosure

Metropolitan Planning Organization Component (\$ in thousands)																						
MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments		
SACOG	3-Elk Grove-1	SAC	Laguna Creek Inter-Regional Trail Crossing at State Route 99	\$ 10,900	\$ 6,874				\$ 6,874								Large Infrastructure					PA & ED, PS & E, and ROW funded with Federal ATP, CMAQ, Local Funds, and Sacramento County Measure A.
									State funds						\$ -					Con Phase match is funded with Local Funds and Sacramento County Measure A.		
									Federal (FTF) funds				\$ 6,874		\$ 6,874					PPNO 5402		
SACOG	3-Citrus Heights-3	SAC	Arcade Cripple Creek Extension	\$ 8,084	\$ 7,155	\$ 500		\$ 806	\$ 5,849								Medium Infrastructure	X				Citrus Heights Local Funds (staff time) match for all phases.
									State funds	\$ 500	\$ 600	\$ 206	\$ 5,849		\$ 7,155					MPO-specific application, did not apply to State ATP		
									Federal (FTF) funds						\$ -							
SACOG	3-Roseville-1	PLA	Dry Creek Greenway East Multi-Use Trail, Phase 2	\$ 8,942	\$ 6,063				\$ 6,063								Medium Combo					PA & ED, PE & E, and ROW funded with Local Funds.
									State funds				\$ 5,848	\$ 215	\$ 6,063							
									Federal (FTF) funds						\$ -							
SACOG	3-El Dorado County-2	ELD	El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing	\$ 5,850	\$ 3,271	\$ 3,271											Medium Infrastructure					PA & ED & PS & E funded with CMAQ and TDA.
									State funds				\$ 2,150		\$ 2,150					Con Phase match is funded with CMAQ, RSTP, and TDA.		
									Federal (FTF) funds				\$ 1,121		\$ 1,121							
SACOG	3- Sacramento County Regional Parks-1	SAC	Dry Creek Parkway Trail	\$ 8,696	\$ 7,704	\$ -		\$ 975	\$ 6,729								Medium Infrastructure					PA & ED & PS & E funded with Local Funds
									State funds	\$ -	\$ 975		\$ 6,729		\$ 7,704					MPO-specific application, did not apply to State ATP		
									Federal (FTF) funds						\$ -							
SACOG	3- Sacramento County DOT-2	SAC	Bell Street Safe Routes to School	\$ 9,949	\$ 8,808	\$ 270	\$ 2,102		\$ 6,436								Medium Combo	X	X			All Phases matched with Sacramento County Measure A (local funds).
									State funds	\$ 270	\$ 340	\$ 1,762	\$ 6,304	\$ 132	\$ 8,808							
									Federal (FTF) funds						\$ -							
SACOG	3- Sacramento-3	SAC	9th Street Separated Bikeway Project	\$ 2,899	\$ 2,564	\$ 132	\$ -	\$ 325	\$ 2,107								Small Infrastructure	X				All Phases matched with Local Funds.
									State funds	\$ 132	325		\$ 2,107		2,564					MPO-specific application, did not apply to State ATP		
									Federal (FTF) funds						\$ -							
SACOG	3- West Sacramento-2	YOL	West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements	\$ 909	\$ 735		\$ 735										Small Infrastructure	X				All Phases matched with Local Funds.
									State funds				\$ 735		735					Same as West Sacramento project from the Quickbuilds program.		
									Federal (FTF) funds						\$ -							
SACOG	3- Folsom-1	SAC	Folsom-Placerville Rail Trail Gap Closure Project	\$ 3,048	\$ 1,700	\$ 200		\$ 1,500									Small Infrastructure					PA & ED, PS & E, and prior CON funded with CMAQ and Local Funds.
									State funds		\$ 200		\$ 1,500		1,700							
									Federal (FTF) funds						\$ -							
SACOG	3-West Sacramento-3	YOL	North 5th Street Complete Streets & Connectivity Project	\$ 3,536	\$ 638	\$ 89		\$ 549									Medium Infrastructure	X				ROW match funding with Local Funds.
									State funds	\$ 89	\$ 310	\$ 239			\$ 638					MPO-specific application, did not apply to State ATP		
									Federal (FTF) funds						\$ -					remaining project funding request is on MPO contingency list if additional funding becomes available		
Total				\$ 62,813	\$ 45,512	\$ 4,462	\$ 2,837	\$ 4,155	\$ 34,058													

SACOG Fund estimate totals	FTF	STATE	Total
	\$7,545	\$37,967	\$45,512
Program funding totals	\$ 7,995	\$ 37,517	\$ 45,512
Over or Under Estimate amount	(\$450)	\$450	\$0

Blue column heading indicates the column data is a drop down menu to select project type

*2023 Regional Active Transportation Program
Funding and Contingency Lists*

2023 Regional ATP Funding List

Project sponsor	Project Title	Regional ATP Funding	Average Project Score
Elk Grove	Laguna Creek Inter Regional Trail Crossing at State Route 99	\$ 6,874,000	83
Citrus Heights	Arcade Cripple Creek Extension*	\$ 7,155,000	81
Roseville	Dry Creek Greenway East Trail, Phase 2	\$ 6,063,000	81
El Dorado County	El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing	\$ 3,271,000	79
Sacramento County Regional Parks	Dry Creek Parkway Trail	\$ 7,704,000	78
Sacramento County DOT	Bell Street Safe Routes to School*	\$ 8,808,000	78
Sacramento	9th Street Separated Bikeway Project*	\$ 2,564,000	77
West Sacramento	West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements*	\$ 735,000	77
Folsom	Folsom Placerville Rail Trail Gap Closure Project	\$ 1,700,000	76
West Sacramento	North 5th Street Complete Streets & Connectivity Project* **	\$ 638,000	76
		\$ 45,512,000	

*Project counted towards "Meaningful Benefit for Disadvantaged Community Residents" state requirements and regional goals.

**Project sponsor requested \$3,131,000.

2023 Regional ATP Ranked Contingency List

Project sponsor	Project Title	Regional ATP Funding request	Average Project Score
West Sacramento	North 5th Street Complete Streets & Connectivity Project* **	\$ 2,493,000	76
Citrus Heights	Old Auburn Road Complete Streets Phase I	\$ 9,315,000	74
Sacramento	24th Street Reconfiguration Project	\$ 6,664,000	73
Folsom	Historic District Connectivity Project	\$ 5,550,000	73
Yuba County	Hammonton Smartsville Road Project	\$ 4,433,000	69
Rancho Cordova	Active Transportation Plan	\$ 250,000	69
Sacramento	Pedestrian Crossings Improvement Project	\$ 713,000	68
Yuba City	Yuba City Bicycle and Pedestrian Safety Improvements	\$ 3,057,000	65
Yolo County	County Road 98 Bike & Safety Improvement Project Phase II	\$ 10,000,000	64
Southeast Connector JPA	White Rock Class I Trail	\$ 4,000,000	61
Woodland	Woodland Safe Routes to School & ATP Connectivity Project	\$ 5,000,000	59
Isleton	Sidewalk Gap Project	\$ 341,000	57
El Dorado County	Ponderosa Road Bicycle and Pedestrian Improvements	\$ 750,000	56
Loomis	Loomis Safe Pedestrian & Bike Routes to School	\$ 581,000	54
Yuba County	Arboga Road Safe Routes to School Project	\$ 3,233,000	47
Sacramento Regional Transit District	Blue Line Light Rail Station Conversions	\$ 8,975,000	46



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 30 – 2023

APPROVING THE 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM FUNDING RECOMMENDATION

WHEREAS, Streets and Highways Code Section 2384 requires the California Transportation Commission (CTC) adopt a program of projects to receive allocations under the Active Transportation Program (ATP); and

WHEREAS, 40% of ATP funding is distributed to large urbanized areas with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP"); and

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan area and the Yuba City/Marysville Urbanized area; and

WHEREAS, the 2023 ATP Guidelines were adopted by the CTC on March 16, 2022; and

WHEREAS, the CTC adopted the Addendum to the 2023 ATP Guidelines on August 17, 2022; and

WHEREAS, the guidelines describe the policies, standards, criteria, and procedures for the development and management of the 2023 Active Transportation Program funding cycle; and

WHEREAS, SACOG may elect to have a supplemental MPO-specific call for projects for the Regional ATP; and

WHEREAS, SACOG is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the CTC for adoption; and

WHEREAS, the CTC adopted SACOG's 2023 Regional ATP policies, procedures, and project selection criteria on June 29, 2022; and

WHEREAS, SACOG must use a multidisciplinary advisory group to assist in evaluating Regional ATP project applications; and

WHEREAS, pursuant to Streets and Highway Code Section 2382 subdivision (c), no less than 25 percent of overall program funds must benefit disadvantaged communities during each program cycle; and

WHEREAS, SACOG requires that no less than 40 percent of overall program funds must provide meaningful benefit to disadvantaged communities during each program cycle; and

WHEREAS, SACOG may develop a ranked contingency list of projects to be amended into the ATP in the event a programmed project is delivered for less or fails; and

WHEREAS, the staff recommendations conform to the 2023 Regional ATP Policy Framework, the 2023 ATP Guidelines, and other statutory requirements for the Active Transportation Program.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The SACOG Board adopts the attached Regional ATP funding recommendations and contingency list for the metropolitan planning area of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.
2. The SACOG Executive Director, or his designee, will forward the Regional ATP funding recommendations and contingency list to the CTC for adoption.
3. SACOG staff will prepare the required Metropolitan Transportation Improvement Program (MTIP) amendments.

PASSED AND ADOPTED, this 16th day of March 2023, by the following vote of the Board of Directors:

AYES: Directors Bains, Bradford, Branscum, Bulahan, Burruss, Chapman, Desmond, Dowdin-Calvillo, Frost, Gayaldo, Ghag, Gore, Guerrero, Harris, Houdesheldt, Jennings, Joiner, Kozlowski, Loren, Lozano, Sander, Schaefer, Vega (for Stallard), Suen, Thomas, Vang, Villegas, Vice Chair Saragosa, and Chair Kennedy


NOES: None

ABSTAIN: None

ABSENT: Directors Knisely and West



James Corless
Executive Director



Patrick Kennedy
Board Chair

Signature:

Email: mogaveror@sacounty.gov

2023 Regional ATP Project Descriptions and Strengths

Citrus Heights - Arcade Cripple Creek Ext

Community type: *Established Communities*

Fund request: \$7,155,000

Recommendation: Full funding

Project: Construct a 0.5 mile Class I multi-use trail following the Arcade Creek alignment between Sayonara Drive and Mariposa Avenue

Project scope location: Along the Arcade Creek creek corridor between Sayonara Drive and Mariposa Avenue. The trail is an extension of the Arcade-Cripple Creek Trail.

Project Strengths from Working Group Discussion and Score:

- Project complements proposed and housing development and land use changes.
- Provides meaningful benefit for disadvantaged community residents.
- Supports economic prosperity goals.
- Implements the Regional Trail Network.

Citrus Heights - Old Auburn Road Complete Streets - Phase I

Community type: *Established Communities*

Fund request: \$9,315,000

Recommendation: Not recommended for funding

Project: The first phase of an active transportation complete street including a road diet, class IV bike lanes, sidewalks, landscaping, and pedestrian crossing enhancements.

Project scope location: Old Auburn Road from Garry Oak Drive (east of Fair Oaks Blvd) to Tiara Way (west of Sunrise Blvd).

Project Strengths from Working Group Discussion and Score:

- Effective public engagement, notably a demonstration project along the corridor.
- Provides active transportation network connections to nearby activity centers.
- Provides innovative roadway design that provides safety and comfort for all ages and abilities users.

El Dorado County - El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing

Community type: *Established Communities*

Fund request: \$3,271,000

Recommendation: Full funding

Project: Construct a Class I multi-use grade-separated crossing over Missouri Flat Rd, closing a gap in the El Dorado Trail.

Project scope location: On Missouri Flat Rd. between Golden Center Dr. and Old Depot Rd. along the Sacramento Placerville Transportation Corridor (El Dorado Trail) in the El Dorado County community of Diamond Springs.

Project Strengths from Working Group Discussion and Score:

2023 Regional ATP Project Descriptions and Strengths

- Provides off-road facility that provides safety and comfort for all ages and abilities users.
- Overcomes a significant barrier in connecting segments of the trail.
- Implements the Regional Trail Network.

El Dorado County - Ponderosa Road Bicycle and Pedestrian Improvements

Community type: *Established Communities*

Fund request: \$750,000

Recommendation: Not recommended for funding

Project: Install Class II bike lanes, sidewalk, ADA upgrades, and other roadway improvements.

Project scope location: Ponderosa Rd from Foxwood Lane, near the US 50 interchange, to Ponderosa High School, in the El Dorado County community of Shingle Springs.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity for students.
- Leverages future project investments along the corridor to improve connectivity.
- Public health support through local programs.

Elk Grove - Laguna Creek Inter-Regional Trail Crossing at State Route 99

Community type: *Established Communities*

Fund request: \$6,874,000

Recommendation: Full funding

Project: Construct Class I Bikeway across State Route 99 and adjacent class I trail gap closure.

Project scope location: Laguna Creek and State Route 99, between Sheldon Road and Bond Rd./Laguna Blvd.

Project Strengths from Working Group Discussion and Score:

- Project overcomes a significant barrier in connecting segments of the trail.
 - Provides off-road facility that provides safety and comfort for all ages and abilities users.
 - Implements the Regional Trail Network.
-

Folsom - Historic District Connectivity Project

Community type: *Arterials & Suburban Corridors*

Fund request: \$5,550,000

Recommendation: Not recommended for
funding

Project: Install curb, gutter, sidewalk, bicycle facilities & crosswalks, upgrade & install curb ramps.

Project scope location: Riley Street between Sutter Street & Bidwell Street & on Dean Way between Coloma Street & Stafford Street.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity for students.
- Connects to a significant number of jobs and services.

Folsom - Folsom-Placerville Rail Trail Gap Closure Project

Community type: *Established Communities*

Fund request: \$1,700,000

Recommendation: Full funding

Project: Install curb ramps, sidewalk connections, curb extensions, pedestrian refuge islands, curb & gutter, raised medians, pavement markings, signage, striping, and asphalt overlay.

Project scope location: within the Joint Powers Authority rail corridor north of E Bidwell, & runs between HBWC Trail and Scholar Way, and between Broadstone Pkwy & Iron Point Rd.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity to jobs and services.
- Provides off-road facility for all ages and abilities users.
- Implements the Regional Trail Network.

Isleton - Sidewalk Gap Project

Community type: *Small-Town Established Communities*

Fund request: \$341,000

Recommendation: Not recommended for
funding

Project: Construct curb, gutter, sidewalk and storm drains.

Project scope location: on Andrus Cr connecting to sidewalks north and south of the park; on Jackson Blvd Ext. 1 from Andrus Cr to Delta Ave; on Jackson Blvd Ext. 2 from 5th St to 6th St; on H St from 6th St to Union St; and on 6th St from Jackson Blvd Ext. 2 to Joseph Pl.

Project Strengths from Working Group Discussion and Score:

- Provides meaningful benefit for disadvantaged community residents.
- Provides active transportation network connectivity to jobs and services.
- Project is cost-effective.

Loomis - Loomis Safe Pedestrian & Bike Routes to School

Community type: *Small-Town Established Communities*

Fund request: \$581,000

Recommendation: Not recommended for funding

Project: Construct sidewalks and bike lanes as gap closures along school routes.

Project scope location: Humphrey Rd and King Rd near H Clarke Powers Elementary School, on King Rd adjacent to Loomis Grammar School.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity for students.
- Project is cost-effective.

Rancho Cordova - Active Transportation Plan

Community type: *Established Communities*

Fund request: \$250,000

Recommendation: Not recommended for funding

Project: Develop an Active Transportation Plan including existing conditions, community listening, and prioritization with cost estimates.

Project scope location: Citywide plan within the City of Rancho Cordova.

Project Strengths from Working Group Discussion and Score:

- Proposes to plan a citywide active transportation network with innovative designs for all ages and abilities users.
- Project is cost-effective.

Roseville - Dry Creek Greenway East Trail, Phase 2

Community type: *Established Communities*

Fund request: \$6,063,000

Recommendation: Full funding

Project: Construct a Class I multi-use trail and Class II buffered bike lanes.

Project scope location: Along Linda Creek from Rocky Ridge Drive to the eastern city limits at Old Auburn Road, and on N Cirby Way between the Dry Creek Greenway and George Sargeant Elementary School.

Project Strengths from Working Group Discussion and Score:

- Provides off-road facility that provides safety and comfort for all ages and abilities users.
- Provides active transportation network connectivity to jobs and services.
- Supports the development of placemaking along the trail corridor.
- Includes non-infrastructure programs to engage, educate, or encourage walking and bicycling.
- Implements the Regional Trail Network.

Sacramento County DOT - Bell Street Safe Routes to School

Community type: *Established Communities*

Fund request: \$8,808,000

Recommendation: Full funding

Project: Construct new sidewalks and curb ramps. Relocate signal poles and straighten sidewalks. Install pedestrian signal, RRFB, new signs, bike lanes and bike detectors.

Project scope location: In unincorporated Sacramento County, at various locations along Bell Street from Hurley Way to Edison Avenue and 2419 Wyda Way.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity to local destinations.
- Provides innovative roadway design that provides safety and comfort for all ages and abilities users.
- Includes non-infrastructure programs to engage, educate, or encourage people to increase walking and bicycling.
- Provides meaningful benefit for disadvantaged community residents.

Sacramento County Regional Parks - Dry Creek Parkway Trail

Community type: *Rural Residential*

Fund request: \$7,704,000

Recommendation: Full funding

Project: Construct a paved Class1 multi-use trail, including dg shoulder, plus two bridges and roadway crossing evaluation.

Project scope location: From 24th St/U St intersection east and north along Dry Creek to Placer County line; Dry Creek Road connecting to Sacramento Northern Trail near Elkhorn Blvd.

Project Strengths from Working Group Discussion and Score:

- Provides off-road facility that improves safety and comfort for all ages and abilities users.
- Closes key gaps in the regional active transportation network.
- Implements the Regional Trail Network.

Sacramento Regional Transit District - Blue Line Light Rail Station

Conversions

Community type: *Established Communities*

Fund request: \$8,975,000

Recommendation: Not recommended for
funding

Project: Construct 18 new ADA ramps, replace 9 platforms, upgrade 6 light rail stations.

Project scope location: Along SacRT's Blue Line light rail route in Sacramento.

Project Strengths from Working Group Discussion and Score:

- Provides significant benefits for transit riders, especially those who ride bicycles.
- Improves existing conditions for ADA access.

Sacramento - 9th Street Separated Bikeway Project

Community type: *Urban core*

Fund request: \$2,564,000

Recommendation: Full funding

Project: Construct a Class IV bikeway and a Class II bikeway.

Project scope location: In downtown Sacramento on 9th Street from Q Street to Broadway.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity to jobs and services.
- Provides innovative roadway design for all ages and abilities users.
- Support the reduction of greenhouse gas emissions.
- Provides meaningful benefit for disadvantaged community residents.

Sacramento - 24th Street Reconfiguration Project

Community type: *Arterials & Suburban Corridors*

Fund request: \$6,664,000

Recommendation: Not recommended for
funding

Project: Reconfigure the 24th Street and Sutterville Road Bypass intersection and construct Class II bike lanes.

Project scope location: The project is located in the City of Sacramento on 24th Street from the Sutterville Road Bypass to Fruitridge Road.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity to jobs and services.

- Improves regional network connectivity to public transit and educational institutions.

Sacramento - Pedestrian Crossings Improvement Project

Community type: *Urban core / Arterials & Suburban Corridors / Established Communities*

Fund request: \$713,000

Recommendation: Not recommended for funding

Project: Construct RRFB enhanced crossings.

Project scope location: At the intersections of Folsom Boulevard & Seville Way, W Street & 8th Street, Raley Boulevard & Santa Ana Avenue, and Alhambra Boulevard & X Street.

Project Strengths from Working Group Discussion and Score:

- Constructs pedestrian facility that provides safety and comfort for all ages and abilities users.
- Project is cost-effective.

Southeast Connector JPA - White Rock Class I Trail

Community type: *Developing*

Fund request: \$4,000,000

Recommendation: Not recommended for funding

Project: Construct Class I multi-use path.

Project scope location: In Folsom/Sacramento County, on White Rock Road from East Bidwell Street to Stonebriar Drive in El Dorado County.

Project Strengths from Working Group Discussion and Score:

- Improves connectivity across neighboring jurisdictions.
- Implements the Regional Trail Network.

West Sacramento - North 5th Street Complete Streets & Connectivity Project

Community type: *Arterials & Suburban Corridors*

Fund request: \$3,131,000

Recommendation: Partial funding

Project: Project will install bike lanes, intersection enhancements, and new sidewalks, and an ADA ramp connection from 5th Street/A Street to Riverwalk Trail.

Project scope location: On 5th Street/Lighthouse Drive between C Street and Fountain Drive; A Street between 5th Street and 4th Street/River Walk Trail; and C Street between 3rd Street and 6th Street.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity to jobs and services.
 - Improves safety for people walking and bicycling.
 - Supports the reduction of greenhouse gas emissions.
 - Provides meaningful benefit for disadvantaged community residents.
-

West Sacramento - West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements

Community type: *Arterials & Suburban Corridors*

Fund request: \$735,000

Recommendation: Full funding

Project: Construct vertical delineators to create separated bike lanes, Class II bike lanes , intersections improvements, and improve Westacre Rd underpass.

Project scope location: On West Capitol Ave/Grand Street between I-80 and Tower Bridge Gateway; on Tower Bridge Gateway at River Walk Trail; and Westacre Rd/15th St between West Capitol Avenue and S River Rd.

Project Strengths from Working Group Discussion and Score:

- Improves on-road facility for all ages and abilities users.
 - Project is cost-effective.
 - Supports the reduction of greenhouse gas emissions.
 - Provides meaningful benefit for disadvantaged community residents.
-

Woodland - Woodland Safe Routes to School & ATP Connectivity Project

Community type: *Established Communities*

Fund request: \$5,000,000

Recommendation: Not recommended for funding

Project: Enhance/upgrade crosswalks, repair sidewalk, add/upgrade curb ramps and provide safety signal modifications for pedestrians and bicyclists at 6 intersections.

Project scope location: on Ashley Ave from Kentucky Ave to Beamer St, on Beamer St from California St to East St, on Cross St from West St to East St, and on El Dorado Dr from CR 98 to Sixth St.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity for students.
 - Provides meaningful benefit for disadvantaged community residents.
-

Yolo County - County Road 98 Bike & Safety Improvement Project Phase II

Community type: Ag

Fund request: \$10,000,000

Recommendation: Not recommended for
funding

Project: Construct Class II bike lanes, three roundabouts, and 20' clear recovery zone.

Project scope location: Along County Road 98 from south of CR 29 to the Solano County line.

Project Strengths from Working Group Discussion and Score:

- Improves connectivity across neighboring jurisdictions.
 - Improves safety for road users.
-

Yuba City - Yuba City Bicycle and Pedestrian Safety Improvements

Community type: Arterials & Suburban Corridors

Fund request: \$3,057,000

Recommendation: Not recommended for
funding

Project: Construct bike lanes, a multi-use trail, HAWK signals, flashing beacons, crosswalks, curb ramps, bulb-outs, a refuge island, and signing and striping.

Project scope location: On Live Oak Dr. & Northgate Blvd.; Market St. & Lynn Way; Market St. & Bird St.; Shasta St. & Alturas St.; North Colusa (SR 20) Frontage Road & Sutter St.; Teegarden Ave. & Sutter St.

Project Strengths from Working Group Discussion and Score:

- Improves connections to the Regional Trail Network.
 - Provides meaningful benefit for disadvantaged community residents.
-

Yuba County - Arboga Road - Safe Routes to School Project

Community type: Developing

Fund request: \$3,233,000

Recommendation: Not recommended for
funding

Project: Construct sidewalks, bike lanes, curb ramps, striping, signage, traffic control devices, storm drains, crosswalks, curbs and gutters.

Project scope location: On Arboga Rd between Arboga Rd and Broadway St, and on Broadway St between Arboga Rd and Rocky Rd.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity for students.
- Improves existing conditions for people walking and bicycling.

Yuba County - Hammonton-Smartsville Road Project

Community type: *Small-Town Established
Communities*

Fund request: \$4,433,000

Recommendation: Not recommended for
funding

Project: Construct sidewalks, bike lanes, curb ramps, striping, signage, traffic control devices, storm drains, crosswalks, curbs and gutters.

Project scope location: Within the unincorporated community of Linda, on Hammonton-Smartsville Rd between Rupert Ave and North Beale Rd.

Project Strengths from Working Group Discussion and Score:

- Provides active transportation network connectivity to jobs and services.
- Improves safety for road users.

Agency/Organization	Role in the Working Group
California Department of Public Health- Active Transportation Safety Program	Member
House Sacramento	Member Alternate
City of Davis	Member
City of Elk Grove	Member
Rocklin Planning Commission	Member
Yuba-Sutter Transit Authority	Member Alternate
Placer County Transportation Planning Agency	Member, Regional ATP Team
El Dorado County Transportation Commission	Co-Member, Regional ATP Team
El Dorado County Transportation Commission	Co-Member, Regional ATP Team
Sacramento Area Council of Governments	Member, Regional ATP Team
Sacramento Area Council of Governments	Facilitator

Regional Active Transportation Program Evaluation Process

Call for Projects

The SACOG Regional Active Transportation Program (Regional ATP) concluded the call for projects on September 29, 2022. Cities and counties submitted 33 projects to compete in the six-county 2023 Regional Active Transportation Program. Twenty-two projects were carried over from the 2023 State ATP. Eleven projects were submitted to the Regional ATP only. Four projects competed with a reduced scope and funding request from their State ATP request, applying for a reduced segment in the Regional ATP. These factors seem to be in acknowledgement of the increase of state funds to the overall program, with the 2023 Regional ATP cycle award of \$45,512,000 representing the largest program call in the history of the program..

The State ATP funding recommendation was released in October; the seven SACOG region projects submitted that were recommended for State ATP funding were then removed from the Regional ATP competition. One application was withdrawn from the Regional ATP due to scope ineligibility. This left 25 projects in the Regional ATP competition.

Screening

The Regional ATP Team—staff from El Dorado County Transportation Commission, Placer County Transportation Planning Agency, and SACOG—screened the 25 submitted Regional ATP projects for eligibility to compete. All submitted projects were deemed eligible to compete either as submitted or with minor clarifications from the project sponsors. Following the screening, applications were shared with the Active Transportation Working Group (Working Group) in early January for review.

Evaluation

Each project was scored by seven members of the Working Group; Working Group members did not score or discuss projects for which they had a conflict of interest. Scores included the performance metrics of increasing biking and walking (45 points), increasing safety (20 points), cost effectiveness (5 points), reducing greenhouse gas emissions (10 points), supporting economic prosperity (10 points), and project readiness (5 points); working group members provided a score for the potential benefit to disadvantaged community member (10 points), but this metric was not included in the total score.

The 10 points for disadvantaged community benefit was used to determine which projects should be counted towards the region's state-mandated minimum 25% investment in disadvantaged communities, and the region's goal of 40% investment in projects with a meaningful benefit for disadvantaged community residents. Projects that clearly and significantly demonstrated a meaningful benefit to disadvantaged community residents by meeting an important community need averaged 8 or more on this question, per the scoring rubric.

The Working Group met in November, December, and January to discuss projects and submit clarifying questions to the project sponsors. Staff emailed these questions to project sponsors, project sponsors emailed answers, and staff shared the responses with the Working Group. After reviewing these responses, each member of the Working Group submitted their evaluation for competing projects. Staff removed the highest and lowest scores then averaged the remaining five scores to develop each

project's average score. The average scores—rounded to whole numbers—were used to develop an initial list of Regional ATP Scores for discussion..

Ranking

The Regional ATP Team of SACOG, EDCTC, and PCTPA reviewed the initial list of Regional ATP Scores and noted the top 11 projects that scored the highest and proposed them for further discussion. The Working Group were asked to propose additional projects for discussion, but formed a consensus on not adding any additional projects for discussion. The Working Group discussed the eleven top-scoring projects to revisit strengths, weaknesses, and how project sponsors had answered the Working Group's questions. After the discussion, Working Group members had the option to re-score any of the discussed projects. Staff inputted revised scores, removed the outlying high and low scores, then averaged the remaining scores to develop the revised averages. The Working Group used the revised average scores to identify a ranked funding recommendation for the Regional ATP.

Working Group Ranked Recommendation

1. Elk Grove - Laguna Creek Inter-Regional Trail Crossing at State Route 99 (score 83)
2. Citrus Heights - Arcade Cripple Creek Extension (score 81)
3. Roseville - Dry Creek Greenway East Trail, Phase 2 (score 81)
4. El Dorado County - El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing (score 79)
5. Sacramento County Regional Parks - Dry Creek Parkway Trail (score 78)
6. Sacramento County DOT - Bell Street Safe Routes to School (score 78)
7. Sacramento - 9th Street Separated Bikeway Project (score 77)
8. West Sacramento - West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements (score 77)
9. Folsom - Folsom-Placerville Rail Trail Gap Closure Project (score 76)
10. West Sacramento - North 5th Street Complete Streets & Connectivity Project (score 76)
11. Citrus Heights - Old Auburn Road Complete Streets - Phase I (score 74)

Recommendation

The ranked funding recommendation could fully fund the eight top-scoring projects with \$43,174,000, leaving \$2,338,000 to be distributed to the two projects tied at 76 points. The Working Group agreed to fully fund the top eight projects and the Folsom - Folsom-Placerville Rail Trail Gap Closure Project and recommended a partial award of the remaining \$638,000 of funds to West Sacramento - North 5th Street Complete Streets & Connectivity Project. The Funding Recommendation followed is shown below.

Regional ATP Funding Recommendation

1. Elk Grove - Laguna Creek Inter-Regional Trail Crossing at State Route 99 (score 83)
2. Citrus Heights - Arcade Cripple Creek Extension (score 81)
3. Roseville - Dry Creek Greenway East Trail, Phase 2 (score 81)
4. El Dorado County - El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing (score 79)
5. Sacramento County Regional Parks - Dry Creek Parkway Trail (score 78)
6. Sacramento County DOT - Bell Street Safe Routes to School (score 78)

7. Sacramento - 9th Street Separated Bikeway Project (score 77)
8. West Sacramento - West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements (score 77)
9. Folsom - Folsom-Placerville Rail Trail Gap Closure Project (score 76)
10. West Sacramento - North 5th Street Complete Streets & Connectivity Project– partial funding recommendation/remaining available funding (score 76)

The remaining Regional ATP projects form a ranked contingency list. Tied projects are ranked based on first their score under the metric of “improving safety”, then on the metric of “increasing biking and walking”.

Ranked Contingency List

1. West Sacramento - North 5th Street Complete Streets & Connectivity Project– remaining funding need (score 76)
2. Citrus Heights - Old Auburn Road Complete Streets - Phase I (score 74)
3. Sacramento - 24th Street Reconfiguration Project (score 73)
4. Folsom - Historic District Connectivity Project (score 73)
5. Yuba County - Hammonton-Smartsville Road Project (score 69)
6. Rancho Cordova - Active Transportation Plan (score 69)
7. Sacramento - Pedestrian Crossings Improvement Project (score 68)
8. Yuba City - Yuba City Bicycle and Pedestrian Safety Improvements (score 65)
9. Yolo County - County Road 98 Bike & Safety Improvement Project Phase II (score 64)
10. Southeast Connector JPA - White Rock Class I Trail (score 61)
11. Woodland - Woodland Safe Routes to School & ATP Connectivity Project (score 59)
12. Isleton - Sidewalk Gap Project (score 57)
13. El Dorado County - Ponderosa Road Bicycle and Pedestrian Improvements (score 56)
14. Loomis - Loomis Safe Pedestrian & Bike Routes to School (score 54)
15. Yuba County - Arboga Road - Safe Routes to School Project (score 47)
16. Sacramento Regional Transit District - SacRT Light Rail Modernization Station Improvements for Active Transportation Enhancement (score 46)

Project Sponsor coordination

Following the Working Group Regional ATP recommendation, SACOG staff reached out to West Sacramento staff to determine if they were able to use the recommended partial funding award. The California Transportation Commission does not allow SACOG to recommend partial funding awards that would not yield a completed project phase.

The remaining funding was offered to and accepted by the project sponsor for environmental, design, and to partially cover the right-of-way phase. The funding recommendation and contingency list in Attachment A reflects this change. Staff will work with the City of West Sacramento to ensure this recommendation meets programming requirements from the CTC.

SJCOG 2023 ATP Contingency List

Application ID	Agency	Project Type	Project Name	Total Project Cost	Contingency Programming	Average Score	Rank
10-Tracy-01	Tracy	Medium	East Schulte Safety and Multimodal Community Corridor	\$ 5,244,000	\$ 3,152,010	132.10	4
10-San Joaquin County-03	San Joaquin County	Small	Boggs Tract Community Improvements	\$ 3,193,000	\$ 3,193,516	126.00	5
10-Lathrop-01	Lathrop	Medium	Lathrop Sidewalk Gap Closure Project	\$ 5,784,000	\$ 5,784,000	125.20	6
10-Stockton-03	Stockton	Medium	Safe Routes to School Sidewalk Gap	\$ 6,681,886	\$ 4,008,886	123.55	7
10-San Joaquin County-01	San Joaquin County	Medium	Burkett Garden Acres Sidewalk Improvements	\$ 3,692,000	\$ 2,935,458	122.80	8
10-Stockton-02	Stockton	Medium	Active Alpine Avenue For All	\$ 6,624,000	\$ 5,962,000	121.00	9
10-Stockton-06	Stockton	Medium	8th Street/Houston Ave-Manthey Road-Carolyn Weston	\$ 5,418,164	\$ 4,876,348	114.40	10
10-Manteca-02	Manteca	Medium	City Sidewalk Gap Closure	\$ 8,906,000	\$ 8,906,000	110.40	11
10-Manteca-01	Manteca	Small	Safe Route To School - Pedestrian Safety Improvements	\$ 2,925,000	\$ 2,925,000	70.40	12

Per the ATP Guidelines, an MPO may elect to have a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails to secure an Allocation or Time Extension, or award a Construction Contract from the CTC for the Construction Phase according to the CTC's Timely Use of Funds policy. This contingency list will be in effect only until the adoption of the next Statewide ATP program in 2025. Any amendments shifting funds to a project on the Contingency Project List are subject to approval by the SJCOG Board and the CTC.

List of All Projects and Regional Competition Scores

Application ID	Agency	Project Type	Project Name	Total Project Cost	Funds Requested	Average Score	Rank
10-San Joaquin Regional Rail Commission-01	SJRRC	Large	East Channel Street Streetscape and Connectivity Project	\$10,492,000	\$ 3,500,000	178.40	1
10-San Joaquin County-02	San Joaquin County	Plan	Countywide Sidewalks Connectivity Plan	\$ 566,000	\$ 452,800	147.00	2
10-Stockton-04	Stockton	Large	Main and Market Complete Streets	\$10,142,000	\$ 8,226,000	146.30	3
10-Tracy-01	Tracy	Medium	East Schulte Safety and Multimodal Community Corridor*	\$ 5,244,000	\$ 4,684,210	132.10	4
10-San Joaquin County-03	San Joaquin County	Small	Boggs Tract Community Improvements	\$ 3,193,000	\$ 3,193,516	126.00	5
10-Lathrop-01	Lathrop	Medium	Lathrop Sidewalk Gap Closure Project	\$ 5,784,000	\$ 5,784,000	125.20	6
10-Stockton-03	Stockton	Medium	Safe Routes to School Sidewalk Gap	\$ 6,681,886	\$ 4,008,886	123.55	7
10-San Joaquin County-01	San Joaquin County	Medium	Burkett Garden Acres Sidewalk Improvements	\$ 3,692,000	\$ 2,935,458	122.80	8
10-Stockton-02	Stockton	Medium	Active Alpine Avenue For All	\$ 6,624,000	\$ 5,962,000	121.00	9
10-Stockton-06	Stockton	Medium	8th Street/Houston Ave-Manthey Road-Carolyn Weston	\$ 5,418,164	\$ 4,876,348	114.40	10
10-Manteca-02	Manteca	Medium	City Sidewalk Gap Closure	\$ 8,906,000	\$ 8,906,000	110.40	11
10-Manteca-01	Manteca	Small	Safe Route To School - Pedestrian Safety Improvements	\$ 2,925,000	\$ 2,925,000	70.40	12

Multidisciplinary Advisory Group	
Name	Affiliation
Frank Huang	City of Lodi
James Damasco	City of Tracy
Jay Halva	SJCOG
Marilissa Lorea	San Joaquin County
Paul Plathe	SJCOG Citizen's Advisory Committee
Said Houseyni	City of Stockton
Steve DeBrum	SJCOG Citizen's Advisory Committee

List of members that participated in the scoring of the ATP Cycle 6 SJCOG Regional Call for Projects.

San Diego Association of Governments



April 12, 2023

File Number 3300200

Ms. Laurie Waters
Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
laurie.waters@catc.ca.gov

Dear Laurie:

Subject: Final 2023 ATP MPO Programming Recommendations

The San Diego Association of Governments (SANDAG) is pleased to submit the attached final 2023 Active Transportation Program (ATP) Programming Recommendations for the San Diego region for California Transportation Commission (CTC) consideration.

Please contact me at (619) 699-7314 or Jenny.Russo@sandag.org with any questions. We appreciate the CTC's consideration of the SANDAG Regional ATP funding recommendations at its June 28-29, 2023 meeting.

Sincerely,

A handwritten signature in blue ink that reads "Jenny Russo". The signature is fluid and cursive, with the first name "Jenny" being more prominent than the last name "Russo".

JENNY RUSSO
Grants Program Manager

- Enclosure(s)
1. Description of unbiased project selection method
 2. Signed Board resolution
 3. Completed programming spreadsheet
 4. List of all projects evaluated and regional competition scores, including contingency list
 5. Copies of applications not submitted through the state process that are recommended for funding

Metropolitan Planning Organization Component (\$ in thousands)																				
MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
SANDAG	1-Sample Application-1	SD	Sample Project Title	\$ 3,000	\$ 2,319	\$ 250	\$ 500	\$ 40	\$ 1,529							Small Combo	X	X		Con Phase is funded with SHA and FTF
State funds										\$ 250	\$ 400	\$ 100	\$ 529	\$ 40	\$ 1,319				Agency does not want to commit funding on this project in order to have SOF contingency funds	
Federal (FTF) funds													\$ 1,000		\$ 1,000					
SANDAG	11-San Diego Association of Governments(SANDAG)-3	SD	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	\$ 68,596	\$ 4,614	\$ 4,614	\$ -	\$ -	\$ -							Large Infrastructure	X	X	X	
State funds										\$ 4,614	\$ -	\$ -	\$ -	\$ -	\$ 4,614					
Federal (FTF) funds															\$ -					
SANDAG	11-National City, City of-2	SD	Bayshore Bikeway Segment 5	\$ 9,588	\$ 2,072	\$ 2,072	\$ -	\$ -	\$ -							Medium Infrastructure	X			statewide submittals and the others they submitted in regional). We have it listed as NC5 on our list to distinguish it from their other statewide application numbered #2.
State funds										\$ -	\$ -	\$ -	\$ 2,072	\$ -	\$ 2,072					
Federal (FTF) funds															\$ -					
SANDAG	11-Chula Vista, City of-1	SD	F Street Promenade Phase 1, from Bay Boulevard to Broadway	\$ 18,845	\$ 9,762	\$ 78		\$ 1,295	\$ 8,389							Large Infrastructure	X	X		Caltrans recommended moving PS&E to 25/26 and CON to 26/27 due to ROW issues and likely needing more time
State funds										\$ -	\$ -		\$ 8,389		\$ 8,389					
Federal (FTF) funds										\$ 78	\$ 1,295		\$ -		\$ 1,373					
SANDAG	11-National City, City of-2	SD	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	\$ 6,373	\$ 2,248	\$ 600	\$ -	\$ 1,648	\$ -							Medium Infrastructure	X			statewide submittals and the others they submitted in regional). We have it listed as NC6 on our list to distinguish it from their other statewide application numbered #2.
State funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Federal (FTF) funds										\$ 100	\$ 370	\$ 130	\$ 1,648		\$ 2,248					
SANDAG	11-San Diego Association of Governments(SANDAG)-5	SD	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	\$ 88,131	\$ 3,818	\$ 3,818	\$ -	\$ -	\$ -							Large Infrastructure	X		X	
State funds										\$ -	\$ -	\$ -	\$ -		\$ -					
Federal (FTF) funds										\$ 3,818					\$ 3,818					
SANDAG	11-EI Cajon, City of- 1	SD	Main Street Green Street Phase 2 Roundabout	\$ 6,800	\$ 5,984	\$ 575	\$ -	\$ 5,409	\$ -							Medium Infrastructure	X			Caltrans noted a typo on proposed dates in PPR that shows ROW is before PA&ED. Should I fix this with a corrected PPR or would it corrected when programming?
State funds										\$ 3	\$ 572	\$ -	\$ 5,409	\$ -	\$ 5,984					
Federal (FTF) funds															\$ -					
SANDAG	11-San Diego, City of-6	SD	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	\$ 1,500	\$ 1,239	\$ 1,239	\$ -	\$ -	\$ -							Plan	X			The City did not submit their 11-San Diego, City of-3 project so the numbering of their projects after #2 is off. This project is listed as SD5 in our regional project listing.
State funds										\$ -	\$ -	\$ -	\$ -	\$ 1,239	\$ 1,239					
Federal (FTF) funds															\$ -					
SANDAG	11_San Diego, City of-5	SD	San Diego CicloSDias Pilot	\$ 500	\$ 500	\$ 500	\$ -	\$ -	\$ -							NI Only	X			The City did not submit their 11-San Diego, City of-3 project so the numbering of their projects after #2 is off. This project is listed as SD4 in our regional project listing.
State funds										\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500					
Federal (FTF) funds															\$ -					
SANDAG	11-San Diego Association of Governments(SANDAG)-6		Bridging the North Park/Mid-City Gap: Robinson Bikeway	\$ 9,530	\$ 5,172	\$ 546	\$ 4,626	\$ -	\$ -							Medium Infrastructure	X			
State funds										\$ -	\$ -	\$ 546	\$ 4,626	\$ -	\$ 5,172					
Federal (FTF) funds															\$ -					
SANDAG	11-Lemon Grove, City of-3	SD	Connect Main Street Phases 2 and 3	\$ 4,891	\$ 4,890	\$ 374	\$ -	\$ 4,516	\$ -							Medium Infrastructure				
State funds										\$ -	\$ 374	\$ -	\$ 4,516	\$ -	\$ 4,890					
Federal (FTF) funds															\$ -					
SANDAG	11-Lemon Grove, City of-1	SD	Connect Main Street Phases 4 thru 6	\$ 8,085	\$ 8,004	\$ 115	\$ 1,194		\$ 6,695							Medium Infrastructure	X			Caltrans suggested moving CON from 25/26 to 26/27 due to ROW issues with railroad and likely needing more time
State funds										\$ 115	\$ 1,194	\$ -	\$ 6,695		\$ 8,004				This is the project name as submitted through our regional component. There is an 11-Lemon Grove, City of-1 under statewide but this is different project. This is referred to as LG2 in our regional results	
Federal (FTF) funds															\$ -					
SANDAG	11-San Diego Association of Governments(SANDAG)-7	SD	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	\$ 9,345	\$ 6,344	\$ 6,344	\$ -	\$ -	\$ -							Medium Infrastructure	X			
State funds										\$ -	\$ -	\$ -	\$ 6,344	\$ -	\$ 6,344					
Federal (FTF) funds															\$ -					

Metropolitan Planning Organization Component
(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
SANDAG	11-Chula Vista, City of-2	SD	Bayshore Bikeway Segment 6A	\$ 3,810	\$ 3,010	\$ 100	\$ 150	\$ 2,760	\$ -							Medium Infrastructure	X			
State funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Federal (FTF) funds										\$ 100	\$ 150	\$ -	\$ 2,760		\$ 3,010					
SANDAG	11-National City, City of-2		22nd Street Separated Bikeway	\$ 3,290	\$ 3,288	\$ 148	\$ 380	\$ -	\$ 2,760							Small Infrastructure	X			
State funds										\$ 148	\$ 380	\$ -	\$ 2,760	\$ -	\$ 3,288					
Federal (FTF) funds															\$ -					
SANDAG	11-San Diego Association of Governments(SANDAG)-4		Uptown Phase 4: Mission Hills to Old Town Bikeway	\$ 8,800	\$ 982	\$ 339	\$ 464	\$ 179	\$ -							Medium Infrastructure	X	X		
State funds										\$ -	\$ 366	\$ 98	\$ 179	\$ -	\$ 643					
Federal (FTF) funds										\$ 339					\$ 339					
Total				\$ 248,084	\$ 61,927	\$ 21,462	\$ 6,814	\$ 15,807	\$ 17,844											

	FTF	STATE	Total
SANDAG Fund estimate totals	\$10,800	\$51,127	\$61,927
Program funding totals	\$ 10,788	\$ 51,139	\$ 61,927
Over or Under Estimate amount	\$12	(\$12)	\$0

Blue column heading indicates the column data is a drop down menu to select project type

Regional Active Transportation Program Funding Recommendations

Overview

The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization of each region. This report contains the project rankings and funding recommendations for the 2023 Regional ATP.

Key Considerations

The Board of Directors adopted the 2023 Regional ATP scoring criteria on May 13, 2022, and the CTC adopted the criteria on June 29, 2022. Thirty-five applications were submitted from the region requesting approximately \$150 million in funding. Attachment 1 provides information on the evaluation process. Fifteen projects from six agencies are recommended to receive approximately \$61.9 million in funding (Attachment 4).

Next Steps

Pending action by the Board, SANDAG will submit its recommendations to the CTC. The CTC is scheduled to consider the adoption of the region's funding recommendations and contingency project list at its meeting on June 28-29, 2023. Pending CTC approval, a budget amendment to include ATP funds awarded for the four SANDAG projects would be brought for Board consideration.

Action: Adopt

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2023-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and recommend that the California Transportation Commission fund the San Diego Regional ATP projects.

Fiscal Impact:

Pending adoption by the Board of Directors and the California Transportation Commission, the regional Active Transportation Program would provide \$61.9 million in state and federal funding to active transportation projects, including approximately \$19.9 million for four SANDAG projects.

Schedule/Scope Impact:

Funding could be distributed between 2023 and 2027.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

Attachments:

1. Discussion Memo
2. 2023 Active Transportation Program – Statewide Component Staff Recommendations
3. Regional ATP Evaluation Criteria
4. 2023 Regional ATP Application Rankings, Funding Recommendations, and Contingency Project List
5. Resolution No. 2023-13: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

Discussion Memo

Active Transportation Program Background

Approximately \$1.7 billion in state and federal funding was budgeted by the California Transportation Commission (CTC) for the 2023 Active Transportation Program (ATP) over four years, beginning with FY 2023-2024. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis, and 10% of the funding was distributed to small urban and rural regions. The remaining 40% of the funding will be allocated for projects selected through the regional competitive processes. The funding available for the San Diego region is approximately \$61.9 million in total or about \$15.5 million per year. In addition, a minimum of 25% of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines.

Eligible agencies include cities, counties, and Metropolitan Planning Organizations (MPOs), as well as transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Statewide and Regional Competitions for the 2023 Active Transportation Program

Statewide Active Transportation Program Competition

The CTC announced the 2023 ATP call for projects on March 16, 2022. Applications were received for 434 projects, requesting approximately \$3.1 billion in ATP funds. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on December 7, 2022. Twenty-five projects were submitted from the San Diego region, and four of those projects – one each from the cities of Imperial Beach and National City and two from SANDAG – were recommended by CTC staff to be considered for funding (Attachment 2). The remaining 21 projects that were not recommended for the statewide component remain eligible for the regional ATP.

Regional Active Transportation Program Competition

At its [May 13, 2022](#), meeting, the Board of Directors approved the scoring criteria for the 2023 Regional ATP competitive program (Attachment 3) and subsequently authorized the Regional call for projects. The CTC adopted the SANDAG criteria at its meeting on June 29, 2022. The Regional call for projects was released on July 6, 2022, and 14 additional projects were submitted for consideration. After the projects recommended for statewide ATP funding were removed from the applicant pool, the Regional ATP had a total of 35 project applications from 12 applicants, requesting a total of approximately \$149 million in ATP funding.

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give an advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in evaluating project applications or the facilitation of the regional competitive process.

Following CTC ATP Guidelines, SANDAG assembled a multidisciplinary evaluation panel to assist in evaluating project applications. The evaluation panel was composed of volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities.

Projects received scores for qualitative criteria from the evaluation panel members and scores for quantitative criteria from SANDAG staff in the Grants Division, which is consistent with the scoring criteria approved by the Board. Scores for quantitative criteria were informed by data provided by SANDAG's Data Science Department. A project's quantitative score was added to the qualitative scores provided by each evaluator to determine a total score. This was done for all projects. Then, for each evaluator, the projects were ranked based on their total scores. The sum of all evaluators' ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of ranks representing the lowest rating. Consistent with all SANDAG grant programs, the results of the scoring and ranking process were independently reviewed by SANDAG's Data Science Department to identify and correct any potential errors.

The project evaluation process resulted in the application rankings shown in Attachment 4. Projects were recommended to receive funding in descending rank order until funding was exhausted. There are two requirements set forth by the ATP Guidelines that impacted the projects recommended for funding:

- The ATP Guidelines limit the amount of funding that can be awarded to planning projects to no more than 2% of the total amount available. For the regional program, this results in a maximum cumulative award amount of \$1,238,540. The City of San Diego submitted several planning projects that ranked highly and would have been recommended for funding if the limitation were not in place. Grants Division staff discussed the results and limited amount of funding available with City staff and the City elected to decline funding for their higher-ranked projects so that their Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities project could receive funding. Attachment 4 includes footnotes for the projects that were impacted by this limitation.
- The CTC requires projects to be fully funded following the award of ATP funds, which means an applicant who is recommended to receive a partial award must provide matching funds from non-ATP sources to make the project whole. The City of Chula Vista was recommended to receive a partial award of \$7,280,460 for its F Street Promenade Phase 2 project, but was unable to provide sufficient matching funds and therefore declined the award. The next project on the list, also from the City of Chula Vista, was then recommended to receive its full funding request and resulting in the next project from the City of Oceanside recommended to receive a partial award of \$4,270,460. The City of Oceanside declined the partial award for its Coastal Rail Trail project due to insufficient matching funds, resulting in the next project on the list, the City of National City's 22nd Street Separated Bikeway, to be recommended to receive its full funding request. The remaining balance was then recommended as a partial award for the next highest-ranked project, Civic Center Protected Bikeway from the City of National City. The City of National City declined the partial award due to insufficient matching funds, resulting in the next project on the list, the SANDAG Uptown Phase 4 project, to be recommended to receive the remaining balance of \$982,460.

Following the process, 13 of the 35 projects are recommended for full funding, and 2 projects are recommended for partial funding. Grants Division staff is confirming with the two applicants that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The funding recommendations are outlined in Attachment 4.

In conformance with the CTC guidelines, a minimum of 25% of the funds distributed to each MPO must benefit disadvantaged communities. All projects recommended for funding will benefit disadvantaged communities, which exceeds the minimum requirement.

Contingency Projects

Under the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely by CTC staff to ensure timely delivery within the identified constraints of the program. If a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest-ranked project on the contingency list (Attachment 4), including a project that may have been partially funded or a project that was impacted by the planning project funding limit would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. The projects not recommended for funding in the 2023 ATP as well as those unable to meet the prior ATP cycle allocation deadlines may re-compete in the next ATP competition, the 2025 ATP, which is anticipated to occur in 2024. Contingency projects would be ineligible if they are awarded funds through the 2025 ATP competition or from another funding source. The contingency list would expire after the approval of the 2025 ATP funding recommendations.

**2023 Active Transportation Program
Staff Recommendations
Statewide and Small Urban & Rural Components**

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The Active Transportation Program consists of three components: the Statewide component (50% of the funds), the Small Urban & Rural component (10% of the funds), and the large Metropolitan Planning Organization (MPO) component (40% of the funds).

The 2023 Active Transportation Program Staff Recommendations for the Statewide and Small Urban & Rural Components are attached as Attachments A and B, respectively. Please be advised that these are the staff recommendations only. The program of projects will not be finalized until the Commission adopts the program at its December 7-8, 2022 meeting. Projects located within the boundaries of one of the ten large MPOs (Fresno Council of Governments, Kern Council of Governments, Tahoe Metropolitan Planning Organization, Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, San Joaquin Council of Governments, Southern California Association of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments) that were not selected in the Statewide component will be considered for funding through the MPO component. Recommendations for the MPO component will be released on May 12, 2023 and considered by the Commission at its June 2023 meeting.

The 2023 Active Transportation Program Staff Recommendations for the Statewide and Small Urban & Rural components are summarized below.

Statewide Component

- 67 projects worth \$1.149 billion with \$853.52 million in Active Transportation Program funding
- 100% of funds directly benefit disadvantaged communities
- 43 projects are Safe Routes to School projects

Small Urban and Rural Component

- 26 projects worth \$209.187 million with \$170.704 million in Active Transportation Program funding
- 100% of funds directly benefit disadvantaged communities
- 19 projects are Safe Routes to School projects

The one-time, \$1.049 billion augmentation included in the Budget Act of 2022 significantly boosted the number of projects the Commission can fund through the 2023 Active Transportation Program. Without the augmentation, staff recommendations would have included 23 projects in the Statewide component and seven projects in the Small Urban & Rural component.

Background

The Active Transportation Program continues to experience tremendous unmet demand, as communities across the state look to the program to fund critical active transportation projects necessary to meet safety, climate, and equity goals. In light of the unmet need, the Commission recently embarked on a year-long effort to secure more funding for the program. This effort commenced in March 2021, when the Commission proposed a one-time, \$2 billion augmentation to reduce the backlog of critically needed, high-quality projects that had not received funding in previous cycles due to the program's lack of adequate funding. In June 2022, the Governor signed the Budget Act of 2022, which included a one-time Active Transportation Program funding augmentation of \$1.049 billion. While the Commission greatly appreciates this significant one-time augmentation from the Governor and Legislature to fund more projects, the need for additional funding for the program remains.

The Commission held a stakeholder workshop in July 2022 to discuss the distribution and implementation of the funding augmentation. Over 150 stakeholders attended, and there was widespread consensus to distribute all augmentation funding to the 2023 Active Transportation Program. Therefore, the Commission adopted an amended 2023 Active Transportation Program Fund Estimate at its August 2022 meeting, bringing the total funding available for the 2023 program to \$1.707 billion. Under the 2023 Active Transportation Program Guidelines, the Commission may program up to \$7 million of this total to Phase II Quick-Build Project Pilot Program projects in the Statewide component.

Applications to the 2023 Active Transportation Program were due on June 15, 2022. The California Transportation Commission (Commission) received 434 applications, with projects valued at \$4.3 billion and funding requests totaling a record \$3.1 billion. Additionally, the Commission received 11 applications to the Phase II Quick-Build Project Pilot Program, with projects valued at \$8.7 million and funding requests totaling \$8.2 million.

The Commission recruited 98 volunteer evaluators, who were divided into teams of two individuals. Each team reviewed nine to ten applications and scored them based on the screening and evaluation criteria set forth in the Commission's adopted 2023 Active Transportation Program Guidelines. The evaluator teams consisted of active transportation stakeholders with a wide range of expertise and from a variety of organizations, including local government agencies, regional transportation planning organizations, state agencies, community-based organizations, and advocacy organizations. Evaluator teams provided scores based on consensus for each question within each application and were required to provide constructive comments on all score sheets. Concurrently, Commission scored each project application and compared the evaluator consensus score to the staff score, and Caltrans staff reviewed the applications for eligibility and deliverability. Once the evaluations were complete, Commission and Caltrans staff met with each evaluator team to discuss any scoring differences and significant technical issues.

Commission staff evaluated the Phase II Quick-Build Project Pilot Program project applications based on the project selection criteria outlined in Appendix D of the 2023 Active Transportation Program Guidelines. Caltrans staff reviewed the projects for eligibility, deliverability, and alignment with quick-build project materials and principles.

The Active Transportation Program uses a sequential project selection process based on the scores the project applications received during the evaluation process. The project recommendation scoring threshold was 89 points for the Statewide component. There is not sufficient funding to fully fund all projects that achieved this scoring threshold. Therefore, consistent with the 2023 Active Transportation Program Guidelines, Commission staff used a secondary ranking system to choose which projects to recommend. This secondary ranking consisted of first prioritizing project readiness and then prioritizing projects that scored the highest on Question 2 of the application – Potential for Increased Walking and Biking. None of the Phase II Quick-Build Project Pilot Program project applications met the scoring threshold for the Statewide component. Therefore, no quick-build projects are recommended for funding. The project recommendation scoring threshold was 78 points for the Small Urban & Rural component. Only one Small Urban & Rural-eligible project achieved a score of 78, so a secondary ranking was not necessary.

During the eligibility screening process, Commission staff determined ten projects to be ineligible, including four quick-build projects. Commission staff contacted these applicants and informed them of their project's ineligible status prior to posting the staff recommendations.

Application ID	Project Title	County	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Active Transportation Resource Center	Statewide	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 5,000	Non-Infrastructure	Yes	N/A	N/A
7-Bell Gardens, City of-1*	Bell Gardens Complete Streets Improvements - Phase 2	Los Angeles	\$ 2,964	\$ 2,964	\$ 355	\$ -	\$ 2,609	\$ -	\$ 70	\$ 285	\$ -	\$ 2,609	\$ -	Infrastructure - Small	Yes	No	99.5
7-Los Angeles County-2	Metro A Line Connections for Unincorporated Los Angeles County	Los Angeles	\$ 12,331	\$ 9,864	\$ 810	\$ -	\$ 3,028	\$ 6,026	\$ 810	\$ 520	\$ 2,508	\$ 6,026	\$ -	Infrastructure - Large	Yes	No	99
3-Sacramento County-3	Stockton Blvd Complete Streets Project	Sacramento	\$ 15,721	\$ 363	\$ 363	\$ -	\$ -	\$ -	\$ 363	\$ -	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	No	98
6-Visalia, City of-2*	Houston Community Connectivity Project	Tulare	\$ 2,385	\$ 2,385	\$ 275	\$ 10	\$ 2,100	\$ -	\$ 75	\$ 200	\$ 10	\$ 2,100	\$ -	Infrastructure - Small	Yes	Yes	98
6-Dinuba, City of-7*§	Building Dinuba's Active Transportation Future - Infrastructure & Non-Infrastructure	Tulare	\$ 17,235	\$ 13,147	\$ 2,195	\$ -	\$ 10,952	\$ -	\$ 833	\$ 1,223	\$ -	\$ 10,952	\$ 139	Infrastructure + NI - Large	Yes	Yes	98
7-Los Angeles, City of-2*§	Western Our Way: Walk and Wheel Improvements	Los Angeles	\$ 47,765	\$ 37,737	\$ 4,158	\$ -	\$ 2,239	\$ 31,340	\$ 4,158	\$ 2,239	\$ -	\$ 31,340	\$ -	Infrastructure - Large	Yes	Yes	98
5-Lompoc, City of-1	City of Lompoc Walkability, Community Safety and School Investments Project	Santa Barbara	\$ 3,041	\$ 2,795	\$ 830	\$ 1,965	\$ -	\$ -	\$ -	\$ 123	\$ -	\$ 1,965	\$ 707	Infrastructure + NI - Small	Yes	Yes	97.5
10-Stockton, City of-5	Downtown Stockton Weber Avenue Bike and Ped Connectivity	San Joaquin	\$ 11,842	\$ 9,427	\$ 420	\$ 1,690	\$ -	\$ 7,317	\$ 420	\$ 1,690	\$ -	\$ 7,317	\$ -	Infrastructure - Large	Yes	No	97
8-Jurupa Valley, City of-1*	Jurupa Valley Mira Loma Area SRTS Sidewalk Gap Closure	Riverside	\$ 3,499	\$ 3,499	\$ 389	\$ 3,110	\$ -	\$ -	\$ 10	\$ 379	\$ -	\$ 3,110	\$ -	Infrastructure - Small	Yes	Yes	97
7-Los Angeles, City of-1*§	Osborne Street: Path to Park Access Project	Los Angeles	\$ 49,832	\$ 42,295	\$ 5,287	\$ -	\$ 2,266	\$ 34,742	\$ 5,287	\$ 2,266	\$ -	\$ 34,742	\$ -	Infrastructure - Large	Yes	Yes	97
4-Bay Area Toll Authority-1*§	West Oakland Link of the Bay Skyway	Alameda	\$ 65,035	\$ 17,600	\$ -	\$ 17,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,600	\$ -	Infrastructure - Large	Yes	No	97
7-El Monte, City of-1*	Traffic Calming for Parkway Dr/Denholm Dr	Los Angeles	\$ 5,846	\$ 4,334	\$ 4,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,334	\$ -	Infrastructure - Medium	Yes	Yes	96.5
8-Riverside County-3	Desert Edge Mobility Plan	Riverside	\$ 300	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	Plan	Yes	No	96
5-Santa Barbara, City of-2*§	Westside and Lower West Neighborhood Active Transportation Plan Implementation	Santa Barbara	\$ 21,315	\$ 19,182	\$ 1,925	\$ 1,100	\$ -	\$ 16,157	\$ 1,925	\$ 1,000	\$ 100	\$ 16,059	\$ 98	Infrastructure + NI - Large	Yes	Yes	96
5-Monterey County-1	San Ardo Community and School Connections Through Active Transportation	Monterey	\$ 3,448	\$ 3,448	\$ 792	\$ 364	\$ 2,292	\$ -	\$ 85	\$ 326	\$ 38	\$ 2,292	\$ 707	Infrastructure + NI - Small	Yes	Yes	96
7-Commerce, City of-1*	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements	Los Angeles	\$ 2,109	\$ 2,109	\$ 150	\$ -	\$ 1,959	\$ -	\$ 10	\$ 140	\$ -	\$ 1,959	\$ -	Infrastructure - Small	Yes	Yes	96
3-Rancho Cordova, City of-1*§	Zinfandel Drive Bicycle and Pedestrian Overcrossing	Sacramento	\$ 27,320	\$ 19,956	\$ 19,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,956	\$ -	Infrastructure - Large	Yes	Yes	95
5-Santa Cruz County-1*§	Coastal Rail Trail Segments 10 and 11	Santa Cruz	\$ 84,672	\$ 67,599	\$ 5,764	\$ 61,835	\$ -	\$ -	\$ -	\$ 2,973	\$ 1,796	\$ 61,835	\$ 995	Infrastructure + NI - Large	Yes	Yes	95
5-Watsonville, City of-1*	Safe Routes to Downtown Watsonville	Santa Cruz	\$ 8,687	\$ 6,948	\$ 616	\$ 507	\$ -	\$ 5,825	\$ -	\$ 507	\$ -	\$ 5,825	\$ 616	Infrastructure + NI - Medium	Yes	Yes	95
7-Los Angeles, City of-7*§	LA River Greenway, East San Fernando Valley Gap Closure	Los Angeles	\$ 49,401	\$ 34,401	\$ 3,200	\$ 4,200	\$ -	\$ 27,001	\$ 3,200	\$ 3,600	\$ 600	\$ 27,001	\$ -	Infrastructure - Large	Yes	No	95
4-Berkeley, City of-1*	Addison Street Bicycle Boulevard Extension Project	Alameda	\$ 6,165	\$ 4,870	\$ 99	\$ 529	\$ -	\$ 4,242	\$ 99	\$ 529	\$ -	\$ 4,242	\$ -	Infrastructure - Medium	Yes	No	95
3-Yuba County-1*§	West Linda Comprehensive Safe Routes to School Project	Yuba	\$ 26,624	\$ 21,166	\$ 2,269	\$ 60	\$ 18,837	\$ -	\$ 756	\$ 1,513	\$ -	\$ 18,837	\$ 60	Infrastructure + NI - Large	Yes	Yes	95
11-San Diego Association of Governments (SANDAG)-2	Central Avenue Bikeway - The Missing Link	San Diego	\$ 4,141	\$ 2,834	\$ 2,834	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,834	\$ -	Infrastructure - Medium	Yes	Yes	95
5-Santa Maria, City of-1*	Active Santa Maria Safe Routes to School Corridor Improvements	Santa Barbara	\$ 8,131	\$ 7,721	\$ 150	\$ 1,040	\$ 6,531	\$ -	\$ 150	\$ 440	\$ 600	\$ 6,531	\$ -	Infrastructure - Medium	Yes	Yes	94
6-Porterville, City of-1	HAWK Pedestrian Crossings Project	Tulare	\$ 1,859	\$ 1,519	\$ -	\$ -	\$ 1,519	\$ -	\$ -	\$ -	\$ -	\$ 1,519	\$ -	Infrastructure - Small	Yes	No	94
3-Sacramento, City of-1	Franklin Boulevard Complete Street - Phase 3	Sacramento	\$ 12,493	\$ 1,577	\$ 1,157	\$ 420	\$ -	\$ -	\$ -	\$ 1,157	\$ 420	\$ -	\$ -	Infrastructure - Large	Yes	No	94
7-City of Los Angeles, City of-9*§	Skid Row Connectivity and Safety Project	Los Angeles	\$ 47,566	\$ 38,599	\$ 4,260	\$ -	\$ 3,246	\$ 31,093	\$ 4,260	\$ 2,434	\$ 812	\$ 31,093	\$ -	Infrastructure - Large	Yes	Yes	94
4-Contra Costa County-5	Pacifica Avenue Safe Routes to School Project	Contra Costa	\$ 4,342	\$ 3,902	\$ 375	\$ 200	\$ -	\$ 3,327	\$ 375	\$ 200	\$ -	\$ 3,327	\$ -	Infrastructure - Medium	Yes	Yes	94
4-Santa Clara Valley Transportation Authority-1*§	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	Santa Clara	\$ 46,685	\$ 39,103	\$ -	\$ 39,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,103	\$ -	Infrastructure - Large	Yes	No	93
3-Sacramento County-1*	Elkhorn Boulevard Complete Streets Project	Sacramento	\$ 9,122	\$ 8,075	\$ 44	\$ 966	\$ -	\$ 7,065	\$ 44	\$ 612	\$ 354	\$ 6,837	\$ 228	Infrastructure + NI - Medium	Yes	Yes	93

California Transportation Commission
2023 Active Transportation Program
Statewide Component
Staff Recommendations (\$1000s)

Application ID	Project Title	County	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	Final Score
5-Santa Barbara, City of-3	Milpas Street Crosswalk Safety and Sidewalk Widening Project	Santa Barbara	\$ 9,995	\$ 7,995	\$ 1,000	\$ 275	\$ -	\$ 6,720	\$ 1,000	\$ 275	\$ -	\$ 6,720	\$ -	Infrastructure - Medium	Yes	Yes	93
3-Nevada County Transportation Commission-1	SR 174/49/20 Roundabout and Active Transportation Safety Project	Nevada	\$ 6,815	\$ 5,439	\$ 200	\$ 1,125	\$ -	\$ 4,114	\$ 200	\$ 900	\$ 225	\$ 4,114	\$ -	Infrastructure - Medium	Yes	Yes	93
10-Stockton, City of-1	Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity	San Joaquin	\$ 8,238	\$ 7,403	\$ 389	\$ 813	\$ -	\$ 6,201	\$ 389	\$ 723	\$ 90	\$ 6,201	\$ -	Infrastructure - Medium	Yes	No	93
2-Redding, City of-1	Butte Street Boogie Network Project	Shasta	\$ 8,048	\$ 6,437	\$ 821	\$ 834	\$ -	\$ 4,782	\$ 555	\$ 834		\$ 4,782	\$ 266	Infrastructure + NI - Medium	Yes	Yes	93
7-Los Angeles, City of-5*§	Wilmington Safe Streets: A People First Approach	Los Angeles	\$ 40,784	\$ 32,331	\$ 3,823	\$ -	\$ 1,748	\$ 26,760	\$ 3,823	\$ 1,748	\$ -	\$ 26,760	\$ -	Infrastructure - Large	Yes	Yes	93
3-Paradise, Town of-4§	Go Paradise: Pentz Student Pathway	Butte	\$ 23,293	\$ 22,009	\$ 2,098	\$ -	\$ 19,911	\$ -	\$ -	\$ 150	\$ 1,948	\$ 19,911	\$ -	Infrastructure - Large	Yes	No	93
7-Lancaster, City of-2	Lancaster SRTS Master Plan - Refresh, Rebuild, Recruit, Sustain	Los Angeles	\$ 902	\$ 796	\$ 796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 796	Non-Infrastructure	Yes	Yes	92
10-San Joaquin County-4	Harrison Elementary Active Transportation Improvements	San Joaquin	\$ 4,889	\$ 3,886	\$ 114	\$ 556	\$ 3,216	\$ -	\$ 114	\$ 556	\$ -	\$ 3,216	\$ -	Infrastructure - Medium	Yes	No	92
8-Coachella Valley Association of Governments-1*§	Coachella Valley Arts & Music Line	Riverside	\$ 46,099	\$ 36,483	\$ 36,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,483	\$ -	Infrastructure + NI - Large	Yes	Yes	92
11-National City, City of-3*	24th Street Transit Center Connections	San Diego	\$ 3,498	\$ 3,496	\$ 148	\$ 445	\$ -	\$ 2,903	\$ 148	\$ 445	\$ -	\$ 2,903	\$ -	Infrastructure - Small	Yes	No	92
5-San Luis Obispo, City of-1	South Higuera Complete Streets Project	San Luis Obispo	\$ 8,817	\$ 6,951	\$ 6,951	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,951	\$ -	Infrastructure - Medium	Yes	Yes	92
6-Fresno County-1	Del Rey Sidewalk Project	Fresno	\$ 3,014	\$ 2,982	\$ 99	\$ 417	\$ 61	\$ 2,405	\$ 99	\$ 417	\$ 61	\$ 2,405	\$ -	Infrastructure - Small	Yes	Yes	92
6-Kern County - D6-1	Norris Pedestrian and Railroad Safety Project	Kern	\$ 9,793	\$ 8,782	\$ 1,059	\$ 2,302	\$ 5,421	\$ -	\$ -	\$ 1,059	\$ 2,302	\$ 5,421	\$ -	Infrastructure - Medium	Yes	Yes	91
12-Orange County-1*§	OC Loop Segment P and Q	Orange	\$ 60,187	\$ 45,921	\$ 5,699	\$ 40,222	\$ -	\$ -	\$ -	\$ -	\$ 5,699	\$ 40,222	\$ -	Infrastructure - Large	Yes	No	91
10-Calaveras County-1*	San Andreas Pope Street and Safe Routes to School Project	Calaveras	\$ 9,997	\$ 9,867	\$ 470	\$ -	\$ 1,600	\$ 7,797	\$ 470	\$ 1,000	\$ 600	\$ 7,797	\$ -	Infrastructure - Medium	Yes	Yes	91
3-Sacramento, City of-2	Envision Broadway in Oak Park	Sacramento	\$ 14,320	\$ 1,101	\$ -	\$ 1,101	\$ -	\$ -	\$ -	\$ 1,101	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	No	91
6-Corcoran, City of-1	City of Corcoran Equitable Health, Safety & Connectivity Project	Kings	\$ 3,500	\$ 3,500	\$ 50	\$ 972	\$ 2,478	\$ -	\$ 50	\$ 520	\$ 452	\$ 2,478	\$ -	Infrastructure - Small	Yes	Yes	91
3-West Sacramento, City of-1*§	I Street Bridge Deck Conversion for Active Transportation Project	Yolo	\$ 22,561	\$ 16,029	\$ 16,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,029	\$ -	Infrastructure - Large	Yes	No	91
2-Susanville, City of-1*	Riverside Drive Pedestrian and Bike Trail Project	Lassen	\$ 3,111	\$ 2,861	\$ 400	\$ -	\$ 2,461	\$ -	\$ -	\$ -	\$ 400	\$ 2,461	\$ -	Infrastructure - Small	Yes	No	91
5-Santa Barbara, City of-1*§	Cliff Drive: Urban Highway to Complete Street Transformation Project	Santa Barbara	\$ 33,991	\$ 27,191	\$ 1,920	\$ 1,116	\$ -	\$ 24,155	\$ 1,920	\$ 1,086	\$ 30	\$ 24,087	\$ 68	Infrastructure + NI - Large	Yes	Yes	91
7-Hawaiian Gardens, City of-1	Hawaiian Gardens Bicycle Master Plan	Los Angeles	\$ 370	\$ 370	\$ 370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 370	Plan	Yes	No	91
7-Los Angeles, City of-4*§	Normandie Beautiful: Creating Neighborhood Connections in South LA	Los Angeles	\$ 27,774	\$ 23,579	\$ 2,740	\$ -	\$ 1,475	\$ 19,364	\$ 2,740	\$ 1,475	\$ -	\$ 19,364	\$ -	Infrastructure - Large	Yes	Yes	91
7-San Gabriel Valley Council of Governments-2*	Montebello Railroad Safety Crossings Improvements	Los Angeles	\$ 7,388	\$ 5,906	\$ 5,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,906	\$ -	Infrastructure - Medium	Yes	Yes	91
4-San Francisco Municipal Transportation Agency-2*§	Bayview Multimodal Community Corridor	San Francisco	\$ 15,445	\$ 12,325	\$ 2,807	\$ -	\$ 9,518	\$ -	\$ 300	\$ 1,650	\$ -	\$ 9,518	\$ 857	Infrastructure + NI - Large	Yes	Yes	90.5
11-Imperial Beach, City of-1§	Palm Avenue Complete Multimodal Corridor	San Diego	\$ 26,227	\$ 23,112	\$ 150	\$ 1,220	\$ -	\$ 21,742	\$ 150	\$ 1,100	\$ 120	\$ 21,742	\$ -	Infrastructure - Large	Yes	Yes	90
8-Jurupa Valley, City of-2*	Jurupa Valley Granite Hill Area SRTS Sidewalk Gap Closure	Riverside	\$ 4,240	\$ 3,390	\$ 490	\$ 2,900	\$ -	\$ -	\$ 60	\$ 430	\$ -	\$ 2,900	\$ -	Infrastructure - Medium	Yes	Yes	90
5-El Paso De Robles, City of-1§	Niblick Road Complete and Sustainable Bike and Pedestrian Streets	San Luis Obispo	\$ 17,257	\$ 13,806	\$ 922	\$ 1,118	\$ -	\$ 11,766	\$ 922	\$ 1,118	\$ -	\$ 11,766	\$ -	Infrastructure - Large	Yes	Yes	90
5-Santa Cruz, City of-1*§	Santa Cruz Rail Trail Segments 8 and 9 Construction	Santa Cruz	\$ 48,719	\$ 35,766	\$ 35,766	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 34,274	\$ 992	Infrastructure + NI - Large	Yes	Yes	90
7-Ventura County-1	Saticoy Pedestrian Improvement & Community Connections Project	Ventura	\$ 3,497	\$ 3,497	\$ 225	\$ -	\$ 400	\$ 2,872	\$ 225	\$ 400	\$ -	\$ 2,872	\$ -	Infrastructure - Small	Yes	Yes	90
3-Placerville, City of-1§	Placerville Drive Bicycle and Pedestrian Facilities Phase 1	El Dorado	\$ 28,929	\$ 15,417	\$ -	\$ 15,417	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,417	\$ -	Infrastructure - Large	Yes	No	90
4-Contra Costa County-6§	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	Contra Costa	\$ 11,717	\$ 10,517	\$ 1,000	\$ -	\$ -	\$ 9,517	\$ 1,000	\$ -	\$ -	\$ 9,517	\$ -	Infrastructure - Large	Yes	No	90

Application ID	Project Title	County	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	Final Score
1-Eureka, City of-2*	C Street Bike Boulevard	Humboldt	\$ 2,405	\$ 2,344	\$ 2,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,344	\$ -	Infrastructure - Small	Yes	Yes	90
12-Santa Ana, City of-13*	Orange Avenue Bike Lane and Bicycle Boulevard Project	Orange	\$ 5,827	\$ 5,827	\$ 85	\$ 851	\$ -	\$ 4,891	\$ 85	\$ 851	\$ -	\$ 4,891	\$ -	Infrastructure - Medium	Yes	Yes	90
8-Jurupa Valley, City of-3*	Jurupa Valley Agate Street Complete Streets Project	Riverside	\$ 1,272	\$ 1,272	\$ 140	\$ 1,132	\$ -	\$ -	\$ 10	\$ 130	\$ -	\$ 1,132	\$ -	Infrastructure - Small	Yes	Yes	90
7-Long Beach, City of-1*	Mid-City Bicycle and Pedestrian Connections	Los Angeles	\$ 9,797	\$ 8,817	\$ -	\$ 1,604	\$ -	\$ 7,213	\$ -	\$ 750	\$ -	\$ 7,213	\$ 854	Infrastructure + NI - Medium	Yes	No	89.5
11-San Diego Association of Governments (SANDAG)-1* [†]	Howard Bikeway: Connecting Vibrant San Diego Neighborhoods	San Diego	\$ 9,800	\$ 1,396	\$ 1,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,396	\$ -	Infrastructure - Medium	Yes	Yes	89
			\$ 1,149,392	\$ 853,520													

Notes
*Prior to programming, Caltrans will contact the applicant for project clarifications.
[§] Project requires a Baseline Agreement. Please see the SB 1 Accountability and Transparency Guidelines for more information.
[†] San Diego Association of Governments requested \$8,137,000 for the Howard Bikeway: Connecting Vibrant San Diego Neighborhoods project. However, only \$1,396,000 in programming capacity remains in the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

Abbreviations, Acronyms, and Initialisms			
CON:	Construction Phase	DAC:	Project benefits a Disadvantaged Community
NI:	Non-Infrastructure	PA&ED:	Project Approval & Environmental Document Phase
PS&E:	Plans, Specifications & Estimates Phase		
R/W:	Right-of-Way Phase	SRTS:	Safe Routes to School Project

Application ID	Project Title	County	Total Project Cost	ATP Funding	23-24	24-25	25-26	26-27	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	Final Score
10-Tuolumne County-1	Groveland Community Connectivity Project	Tuolumne	\$ 3,036	\$ 3,036	\$ 160	\$ 220	\$ 100	\$ 2,556	\$ 160	\$ 220	\$ 100	\$ 2,556	\$ -	Infrastructure - Small	Yes	Yes	89
10-Sonora, City of-1	SR 49 Gold Rush Multi-Use Path Phase 1	Tuolumne	\$ 6,418	\$ 5,018	\$ 233	\$ 1,220	\$ 3,565	\$ -	\$ 233	\$ 520	\$ 700	\$ 3,565	\$ -	Infrastructure - Medium	Yes	Yes	89
3-Butte County-1	South Oroville Bike and Ped Connectivity Project	Butte	\$ 9,286	\$ 7,786	\$ 7,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,904	\$ 882	Infrastructure + NI - Medium	Yes	Yes	88.5
5-Monterey County-3*	Community and School Connections Through Active Transportation	Monterey	\$ 6,463	\$ 6,463	\$ 1,045	\$ 488	\$ 4,930	\$ -	\$ 37	\$ 450	\$ 38	\$ 4,930	\$ 1,008	Infrastructure + NI - Medium	Yes	Yes	88.5
5-Arroyo Grande, City of-1	Halcyon Road Complete Streets Project	San Luis Obispo	\$ 9,170	\$ 8,169	\$ 1,304	\$ 6,865	\$ -	\$ -	\$ -	\$ 648	\$ 656	\$ 6,765	\$ 100	Infrastructure + NI - Medium	Yes	Yes	88
10-Groveland Community Services District-1*	Hetch Hetchy Railroad Trail Project	Tuolumne	\$ 5,443	\$ 4,299	\$ 146	\$ 308	\$ 118	\$ 3,727	\$ 146	\$ 308	\$ 118	\$ 3,727	\$ -	Infrastructure - Medium	Yes	No	88
5-San Luis Obispo County-1	Morro Bay to Cayucos Multi-Use Trail Gap Closure Project	San Luis Obispo	\$ 13,170	\$ 7,406	\$ -	\$ 7,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,406	\$ -	Infrastructure - Large	Yes	Yes	88
5-California Department of Transportation-1	Los Alamos Connected Community Project (SR 135)	Santa Barbara	\$ 8,525	\$ 8,075	\$ 710	\$ -	\$ 1,956	\$ 5,409	\$ 710	\$ 1,044	\$ 912	\$ 5,359	\$ 50	Infrastructure + NI - Medium	Yes	Yes	88
1-Eureka, City of-1	Bay to Zoo Trail	Humboldt	\$ 9,999	\$ 8,999	\$ 118	\$ 525	\$ 8,356	\$ -	\$ 118	\$ -	\$ 525	\$ 8,356	\$ -	Infrastructure - Medium	Yes	Yes	87
3-Paradise, Town of-2*§	Go Paradise: Neal Gateway Project	Butte	\$ 13,068	\$ 12,348	\$ 1,838	\$ -	\$ 10,510	\$ -	\$ -	\$ 352	\$ 1,486	\$ 10,510	\$ -	Infrastructure - Large	Yes	No	86
5-Santa Barbara County-2*	Isla Vista Bike and Pedestrian Improvements Project	Santa Barbara	\$ 8,998	\$ 7,107	\$ 308	\$ 517	\$ 6,272	\$ 10	\$ 308	\$ 375	\$ 142	\$ 6,272	\$ 10	Infrastructure + NI - Medium	Yes	Yes	87
5-Monterey County-2*	Chualar Community and School Connections Through Active Transportation	Monterey	\$ 6,349	\$ 6,349	\$ 1,694	\$ 4,655	\$ -	\$ -	\$ 270	\$ 513	\$ 38	\$ 4,617	\$ 911	Infrastructure + NI - Medium	Yes	Yes	86
2-Modoc County-2*	Surprise Valley School Safety and Community Connectivity Project	Modoc	\$ 3,021	\$ 3,021	\$ 144	\$ 208	\$ 2,669	\$ -	\$ 144	\$ 196	\$ 12	\$ 2,669	\$ -	Infrastructure - Small	Yes	Yes	86
5-Salinas, City of-2*	Alisal Safe Routes to School Project	Monterey	\$ 1,084	\$ 998	\$ 998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 913	\$ 85	Infrastructure + NI - Small	Yes	Yes	86
5-Santa Cruz, City of-2*	Swanton Delaware Multiuse Path	Santa Cruz	\$ 2,968	\$ 2,968	\$ 140	\$ 25	\$ 2,803	\$ -	\$ 10	\$ 130	\$ 25	\$ 2,803	\$ -	Infrastructure - Small	Yes	No	86
1-Mendocino Council of Governments-1	Gualala Downtown Streetscape Enhancement Project	Mendocino	\$ 9,995	\$ 7,780	\$ 447	\$ -	\$ 7,333	\$ -	\$ -	\$ 265	\$ 182	\$ 7,333	\$ -	Infrastructure - Medium	Yes	No	85
6-Madera County-1	La Vina Community Mobility and Safety Enhancements Project	Madera	\$ 2,837	\$ 2,837	\$ 325	\$ 95	\$ 2,417	\$ -	\$ 25	\$ 300	\$ 95	\$ 2,417	\$ -	Infrastructure - Small	Yes	No	85
2-Redding, City of-2*	Victor Improvement Project	Shasta	\$ 9,992	\$ 7,993	\$ 904	\$ 1,045	\$ -	\$ 6,044	\$ 700	\$ 1,045	\$ -	\$ 6,044	\$ 204	Infrastructure + NI - Medium	Yes	Yes	84
5-Santa Cruz Health Services Agency-2	Safe Routes for Watsonville School Families and Community	Santa Cruz	\$ 1,921	\$ 1,881	\$ 1,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,881	Non-Infrastructure	Yes	Yes	84
5-Transportation Agency for Monterey County-1*	Fort Ord Regional Trail and Greenway: California Avenue Segment	Monterey	\$ 10,670	\$ 8,429	\$ 1,508	\$ 6,921	\$ -	\$ -	\$ -	\$ 528	\$ -	\$ 6,921	\$ 980	Infrastructure + NI - Large	Yes	Yes	84
3-Nevada County Transportation Commission-2*§	SR 49 Multimodal Corridor Improvements, Nevada City	Nevada	\$ 17,357	\$ 13,863	\$ 1,250	\$ -	\$ 1,900	\$ 10,713	\$ 1,250	\$ 1,750	\$ 150	\$ 10,637	\$ 76	Infrastructure + NI - Large	Yes	Yes	83.5
5-King City, City of-1*§	San Antonio Drive Path & Safe Routes to Schools	Monterey	\$ 14,543	\$ 11,043	\$ 3,695	\$ 12	\$ 7,336	\$ -	\$ 350	\$ 1,050	\$ 12	\$ 7,336	\$ 2,295	Infrastructure + NI - Large	Yes	Yes	81
3-Paradise, Town of-1*	Go Paradise: Skyway Link Project	Butte	\$ 6,810	\$ 6,704	\$ 424	\$ 1,073	\$ -	\$ 5,207	\$ 424	\$ 715	\$ 358	\$ 5,207	\$ -	Infrastructure - Medium	Yes	No	80
3-Williams, City of-1*	E Street Complete Streets Project	Colusa	\$ 11,760	\$ 9,341	\$ -	\$ -	\$ 9,341	\$ -	\$ -	\$ -	\$ -	\$ 9,141	\$ 200	Infrastructure + NI - Large	Yes	Yes	80
5-University of California - Santa Cruz-1	UCSC "SlugBikeLife" Bike Safety and Education Program Phase 2	Santa Cruz	\$ 742	\$ 712	\$ 712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 712	Non-Infrastructure	Yes	No	79
5-Salinas, City of-1*†	Harden Parkway Path & Safe Routes to School project	Monterey	\$ 15,562	\$ 8,079	\$ 3,528	\$ -	\$ 10,478	\$ -	\$ 405	\$ 1,575	\$ -	\$ 10,478	\$ 1,548	Infrastructure + NI - Large	Yes	Yes	78
			\$ 209,187	\$ 170,704													

Notes
*Prior to programming, Caltrans will contact the applicant for project clarifications.
§Project requires a Baseline Agreement. Please see the SB 1 Accountability and Transparency Guidelines for more information.
†The City of Salinas requested \$14,006,000 for the Harden Parkway Path & Safe Routes to School Project. However, only \$8,079,000 in programming capacity remains in the Small Urban & Rural component. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

Abbreviations, Acronyms, and Initialisms			
CON:	Construction Phase	DAC:	Project benefits a Disadvantaged Community
NI:	Non-Infrastructure	PA&ED:	Project Approval & Environmental Document Phase
PS&E:	Plans, Specifications & Estimates Phase		
R/W:	Right-of-Way Phase	SRTS:	Safe Routes to School Project

VIII. Infrastructure Scoring Criteria

Infrastructure projects will be scored based on how well the applicant responses meet the Infrastructure Scoring Criteria, below. The Infrastructure Scoring Rubric in a subsequent section of this document is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the criteria. Points calculated by SANDAG's Department of Data Science or Grants staff are marked with an asterisk (*).

No.	CRITERIA	POINTS POSSIBLE
1.*	DEMAND ANALYSIS	
	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 14
2.	PROJECT CONNECTIONS	
A.*	Regional Bicycle Network: Will the project build or connect to the existing or planned Regional Bicycle Network?	Up to 8
B.*	Existing or Programmed Transit: <ul style="list-style-type: none"> Bicycle improvement within 1.5 miles of a regional transit station (6 points) Pedestrian improvement within 0.25 mile of a local transit stop (2 points) Pedestrian improvement directly connects to a local transit stop (4 points) Pedestrian improvement within 0.5 mile of a regional transit station (4 points) Pedestrian improvement directly connects to a regional transit station (6 points) 	Up to 12
C.	Existing Bicycle Network: How well will the project close a gap between existing bicycle facilities?	Up to 10
D.	Existing Pedestrian Network: How well will the project close a gap in the existing pedestrian network?	Up to 10
3.	SAFETY AND QUALITY OF PROJECT	
A.	Safety and Access Improvements: How well the project will: <ul style="list-style-type: none"> increase bicycle or pedestrian trips at a location with documented safety hazards or accident history within the last seven years? create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians? create a new or safer crossing for bicyclists and/or pedestrians across heavy or light rail? 	Up to 18
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures: How well will the proposed traffic calming devices, pedestrian improvements, and/or bicycle improvements address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 18
C.	Alignment with ATP Goals: How well does the project align with the ATP goals?	Up to 18

D.	Innovation: Is this project a Federal Highway Administration or state experimentation effort? Does the project propose innovative solutions that are new to the region/city? Does the project leverage advanced technologies?	Up to 12
4.	SUPPORTIVE POLICIES AND PROGRAMS	
A.	Complementary Programs: Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 6
B.	Greenhouse Gas (GHG) Emission Reductions: How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a Climate Action Plan, complete streets policy, parking strategies, advanced technologies, or other strategies?	Up to 10
5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES	
	<ul style="list-style-type: none"> Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points) Environmental clearance (CEQA and NEPA) (4 points) Completed right-of-way acquisition (4 points) Progress toward obtaining final design (Up to 10 points) 	Up to 20
6.	PUBLIC HEALTH	
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10
7.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS	
	Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	Up to 6
8.	BENEFIT TO DISADVANTAGED COMMUNITY	
	Does the project benefit a Disadvantaged Community?	Up to 10
9.*	MATCHING FUNDS	
	Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 8
10.*	COST EFFECTIVENESS	
	Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.	Up to 10
	Total	200

IX. Infrastructure Scoring Rubric

The following narrative descriptions will be used to assist the Evaluation Panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria in the preceding pages is a summary of this information. References to the statewide application where additional information may be found are shown in *pink italicized* text below.

1. Demand Analysis

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the seven factors listed below. A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. This data will be provided to Grants staff who will calculate the points awarded for this criterion.

Infrastructure Application (all size projects): Part A3

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 2 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 2 points per factor). **Up to 14 points possible**

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- Vehicle Ownership

2. Project Connections

A. Regional Bicycle Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criteria using the Regional Bicycle Network laid out in [SANDAG Riding to 2050: The San Diego Regional Bike Plan](#). **Up to 8 points possible**

Infrastructure Application (all size projects): Part A3, A4

- The proposed project connects to part of the existing or planned Regional Bicycle Network. **6 points**
- The proposed project constructs part of the existing or planned Regional Bicycle Network. **8 points**
- The proposed project neither builds nor connects to the existing or planned Regional Bicycle Network. **zero points**

B. Existing or Programmed Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on proximity to existing or programmed transit facilities included in the SANDAG [2021 Regional Plan](#) (adopted in December 2021).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. **Up to 12 points possible**

Infrastructure Application (all size projects): Part A3

- Bicycle improvement within 1.5 miles of a regional transit station **6 points**
- and/or
- Pedestrian improvement within 0.25 mile of a local transit stop **2 points**
 - Pedestrian improvement directly connects to a local transit stop **4 points**
- and/or
- Pedestrian improvement within 0.5 mile of a regional transit station **4 points**
 - Pedestrian improvement directly connects to a regional transit station **6 points**

C. Completes Connection in Local Bicycle Network

Infrastructure Application (all size projects): Part A4; and Part B, Question 2

Points will be awarded based on how well the project will close a gap between existing local bicycle facilities. The applicant must demonstrate evidence of an existing gap. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be considered as closing a gap. **Up to 10 points possible**

Projects that do not propose to close a gap between existing local bicycle facilities will receive **zero points**.

D. Existing Pedestrian Network

Infrastructure Application (all size projects): Part A4; and Part B, Question 3

Points will be awarded based on how well the project will close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded. **Up to 10 points possible**

Projects that do not propose to close a gap in the existing pedestrian network will receive **zero points**.

3. Safety and Quality of Project

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. Safety and Access Improvements

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions. To earn points without collision data, the applicant must describe detractors in the project area that prohibit safe access (e.g., lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) Vehicle speed limit and average daily traffic information will be considered in identifying the degree of hazard. **Up to 18 points possible**

Infrastructure Application (large and medium size projects): Part B, Questions 3 and 5
Infrastructure Application (small size projects): Part B, Question 3

- One to two correctable collisions involving non-motorized users **2 points**
- Three to four correctable collisions involving non-motorized users **4 points**
- Five or more correctable collisions involving non-motorized users **6 points**
- Creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians **6 points**
- Creates a new or safer crossing for bicyclists and/or pedestrians across railroad or light rail tracks **6 points**.

B. Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures

Points are available within three project categories: bicycle, pedestrian, and/or traffic calming measures. Projects that propose improvements in more than one category are eligible to earn more points. **Up to 18 points possible**

Infrastructure Application (large size projects): Part B, Questions 3, 4 and 6
Infrastructure Application (small and medium size projects): Part B, Questions 3 and 4

Points will be distributed based on how well the application addresses the following:

- How well will the proposed bicycle improvements address the identified need in the project area? [Up to 6 points](#)
- How well will the proposed pedestrian improvements address the identified need in the project area? [Up to 6 points](#)
- How well will the proposed traffic calming devices address the identified need in the project area? Are the proposed solutions appropriate for the situation?
[Up to 6 points](#)

In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

- Residential street (20 mph) = Devices every 250 feet (on either side)
- Collector or main street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Traffic calming measures that consist of roadway improvements that benefit motorists only will receive zero points.

C. Alignment with ATP Goals

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. [Up to 18 points possible](#)

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? [Up to 3 points](#)

Infrastructure Application (large size projects): Part B, Questions 2, 3, 5 and 6
Infrastructure Application (medium size projects): Part B, Questions 2, 3 and 5
Infrastructure Application (small size projects): Part B, Questions 2 and 3

- How well will the proposed project increase the safety and mobility of non-motorized users? [Up to 3 points](#)

Infrastructure Application (all size projects): Part B, Questions 2 and 3

- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? [Up to 3 points](#)

Infrastructure Application (large size projects): Part B, Questions 2, 5 and 6
Infrastructure Application (medium size projects): Part B, Questions 2 and 5
Infrastructure Application (small size projects): Part B, Question 2

- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? [Up to 3 points](#)

Infrastructure Application (all size projects): Part A3; Part B, Questions 2 and 3

- How well will the proposed project ensure that Disadvantaged Communities fully share in the benefits of the project? [Up to 3 points](#)

Infrastructure Application (all size projects): Part B, Question 1

- How well will the proposed project benefit many types of active transportation users? [Up to 3 points](#)

Infrastructure Application (large size projects): Part B, Questions 2, 5 and 6

Infrastructure Application (medium size projects): Part B, Questions 2 and 5

Infrastructure Application (small size projects): Part B, Question 2

D. Innovation

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region/city and if the project leverages advanced technologies. The [NACTO Urban Bikeway Design Guide](#) will be referred to for examples of innovative improvements, such as:

- Bike signals and beacons
- Intersection treatments (e.g., bike boxes, intersection crossing markings, median refuge islands, through bike lanes)
- Bikeway signing and marking (e.g., colored bike facilities, bike route wayfinding signage/markings)

No points will be awarded for facilities or treatments that have received Federal Highway Administration (FHWA) approval (e.g., Sharrows), unless they are new to the region/city. **Up to 12 points possible**

Infrastructure Application (large and medium size projects): Part A4; Part B, Question 5

Infrastructure Application (small size projects): Part A4

- Is this project an FHWA or state experimentation effort? [4 points](#)
- Does this project propose innovative solutions that are included in the [NACTO Urban Bikeway Design Guide](#) or propose solutions that are new to the region/city? [6 points](#)
- Does the project leverage advanced technologies? [2 points](#)

4. Supportive Policies and Programs

This section will be scored based upon the applicant's demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of plans, policies, and programs.

A. Complementary Programs

Points will be awarded based on how well the applicant demonstrated that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, and/or bicycle parking. Projects that demonstrate collaboration and integration with the supportive program(s) will be given higher scores. **Up to 6 points possible**

Infrastructure Application (large size projects): Part B, Questions 4 and 6

Infrastructure Application (medium and small size projects): Part B, Question 4

B. Greenhouse Gas (GHG) Emission Reductions

Points will be awarded based on how well the applicant demonstrates that the proposed project will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. The highest-scoring projects will provide supportive evidence, including quantitative analyses, that demonstrate the project will directly reduce GHG emissions. **Up to 8 points possible**

Infrastructure Application (all size projects): Part B, Question 2

5. Project Readiness/Completion of Major Milestones

Points will be awarded based on the completed project development milestones.

Up to 20 points possible

- Neighborhood-level plan, corridor study, or community active transportation strategy. **2 points**

Infrastructure Application (all size projects): Part A7; Part B, Question 4

- Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act, or evidence that environmental clearance is not required. **4 points**

Infrastructure Application (all size projects): Part A5

- Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required. **4 points**

Infrastructure Application (all size projects): Part A5; Project Programming Request

- Progress toward obtaining final design (plans, specifications, and estimates):
 - 30% design completed **3 points**
 - 60% design completed **6 points**
 - 90% design completed **9 points**
 - Final design completed **10 points**

Infrastructure Application (all size projects): Part A5; Project Programming Request

6. Public Health

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. **Up to 10 points possible**

Infrastructure Application (all size projects): Part B, Questions 1 and 2

7. Use of California Conservation Corps or a Qualified Community Conservation Corps

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project. Points will be awarded as follows. **Up to 6 points possible**

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project **6 points**
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to use a corps on a project in which the corps can participate **zero points**.

Infrastructure Application (large size projects): Part B, Question 10

Infrastructure Application (medium size projects): Part B, Question 8

Infrastructure Application (large size projects): Part B, Question 6

8. Benefit to Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a Disadvantaged Community in a way that provides a significant value. The project's benefits must primarily target a Disadvantaged Community while avoiding substantial burdens on that community.

For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- be located within, or be within reasonable proximity to, the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

Points will be distributed in relation to the severity of and the benefit provided to the Disadvantaged Community affected by the project. **Up to 10 points possible**

Infrastructure Application (all size projects): Part B, Question 1

- How well does the project benefit a Disadvantaged Community? **Up to 10 points**
- The project does not benefit a Disadvantaged Community. **zero points**

9. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Infrastructure Application (large size projects): Part A6; Part B, Question 8

Infrastructure Application (medium size projects): Part A6; Part B, Question 6

Infrastructure Application (small size projects): Part A6

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 8 points possible**

Percentage of Matching Funds	Points
0%	zero points
0.01– 7.99%	2 points
8.00 – 15.99%	3 points
16.00 – 23.99%	4 points
24.00 – 31.99%	5 points
32.00 – 39.99%	6 points
40.00 – 47.99%	7 points
48.00% and above	8 points

10. Cost Effectiveness

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive 10 points. The remaining projects will then receive points by comparing their rank to the highest rank possible, then multiplying that number by the number of points possible. **Up to 10 points possible**

X. Non-Infrastructure Scoring Criteria

Non-Infrastructure projects will be scored based on how well the applicant responses meet the Non-Infrastructure Scoring Criteria below. The Non-Infrastructure Scoring Rubric in a subsequent section of this document is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the criteria. Points calculated by the SANDAG Department of Data Science or Grants staff are marked with an asterisk (*).

No.	CRITERIA	POINTS POSSIBLE	
		PLANS	EEA
1*	Demand Analysis		
	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 28	N/A
2.	Alignment with ATP Goals		
	How well does the proposed project align with the ATP goals?	Up to 30	Up to 30
3.	Comprehensiveness and Greenhouse Gas Emission Reductions		
A.	Comprehensiveness: How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	Up to 30	Up to 30
B.	Greenhouse Gas Emission Reductions: Does the relevant local jurisdiction have an adopted Climate Action Plan (CAP)? How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10	Up to 10
4.	Methodology		
	How well will the planning process or proposed effort meet the demonstrated need and project goals?	Up to 30	Up to 30
5.	Community Support		
	Does the planning project include an inclusive process? Does the project involve broad segments of the community and does it have broad and meaningful community support?	Up to 15	Up to 15
6.	Project Effectiveness		
	How will the project evaluate its effectiveness?	N/A	Up to 20
7.	Innovation		
	Does the project propose solutions that show the potential to serve as a replicable model to the region/city?	N/A	Up to 15
8.	Public Health		
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 15	Up to 15
9.	Use of California Conservation Corps or a Qualified Community Conservation Corps		
	Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	N/A	Up to 5

10.	Benefit to Disadvantaged Community		
	Does the project benefit a Disadvantaged Community?	Up to 20	Up to 10
11.*	Matching Funds		
	Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 10	Up to 10
12.*	Cost Effectiveness		
	Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.	Up to 12	Up to 10
	TOTAL	200	200

XI. Non-Infrastructure Scoring Rubric

The following narrative descriptions will be used to assist the Evaluation Panel in scoring non-infrastructure project applications. The Non-Infrastructure Scoring Criteria on the preceding pages is a summary of this information. References to the statewide application where additional information may be found are shown in *pink italicized* text below.

1. Demand Analysis

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the seven factors listed below. A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. This data will be provided to Grants staff who will calculate the points awarded for this criterion.

Plan Application: Part A2

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 4 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 4 points per factor). **Plans: Up to 28 points possible; Non-Infrastructure Projects: Not Applicable**

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- Vehicle Ownership

2. Alignment With ATP Goals

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. **Up to 30 points possible**

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? **Up to 5 points possible**

Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan

Non-Infrastructure Application: Part B, Question 2

- How well will the proposed project increase the safety and mobility of non-motorized users? **Up to 5 points possible**

Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan

Non-Infrastructure Application: Part B, Question 3

- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? **Up to 5 points possible**

Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan

Non-Infrastructure Application: Part B, Question 2

- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? **Up to 5 points possible**

Plan Application: Part A3; Part B, Questions 2 and 4; Exhibit 22-Plan

Non-Infrastructure Application: Part A3; Part B, Questions 2 and 3

- How well will the proposed project ensure that Disadvantaged Communities fully share in the benefits of the project? **Up to 5 points possible**

Plan Application: Part B, Question 1; Exhibit 22-Plan

Non-Infrastructure Application: Part B, Question 1

- How well will the proposed project benefit many types of active transportation users? **Up to 5 points possible**

Plan Application: Part A3; Part B, Question 2; Exhibit 22-Plan

Non-Infrastructure Application: Part A3; Part B, Question 2

3. Comprehensiveness and Greenhouse Gas (GHG) Emission Reductions

A. Comprehensiveness

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the applicant will be considered.

- Plans: The highest scoring projects will aim to address Complete Streets principles, incorporate traffic calming measures for the benefit of pedestrians and bicycles, prioritize bike/pedestrian access, and/or be considered a Community Active Transportation Strategy (CATS). **Up to 30 points possible**

Plan Application: Part B, Question 2; Exhibit 22-Plan

- Non-Infrastructure Projects: The highest scoring projects will be larger in scope, scale, or duration; reach underserved or vulnerable populations that lack vehicular access; complement a capital improvement project and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement project. **Up to 30 points possible**

Non-Infrastructure Application: Part B, Questions 2 and 7

B. Greenhouse Gas (GHG) Emission Reductions

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. **Up to 10 points possible**

Plan Application: Part B, Question 4; Exhibit 22-Plan

Non-Infrastructure Application: Part B, Question 2

4. Methodology

Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals.

- Plans: Highest scoring projects will include a comprehensive planning process in their scope of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. **Up to 30 points possible**

Plan Application: Part B, Questions 2 and 3; Exhibit 22-Plan

- Non-Infrastructure Projects: Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. **Up to 30 points possible**

Non-Infrastructure Application: Part B, Questions 2, 4, and 7

5. Community Support

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, and ensuring a meaningful role in the effort.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, and/or fail to account for limited English proficiency populations.

Up to 15 points possible

Plan Application: Part B, Question 3; Exhibit 22-Plan; Letters of Support

Non-Infrastructure Application: Part B, Question 4; Letters of Support

6. Project Effectiveness

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified performance measures in the application or will include a task for identification of performance measures in the scope of work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project's effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. **Plans: Not Applicable;**

Non-Infrastructure Projects: Up to 20 points possible

Non-Infrastructure Application: Part B, Question 5

7. Innovation

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region/city. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been pursued numerous times in the region/city. For innovations that have been implemented in other regions/cities, the applicant must demonstrate that the measure was successful and effective in those cases. Examples of innovative solutions may include but are not limited to: CiclosDias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances. **Plans: Not Applicable; Non-Infrastructure Projects: Up to 15 points possible**

Non-Infrastructure Application: Part B, Question 6

8. Public Health

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. **Up to 15 points possible**

Plan Application: Part B, Questions 1 and 4

Non-Infrastructure Application: Part B, Questions 1 and 2

9. Use Of California Conservation Corps or A Qualified Community Conservation Corps

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project.

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project **Plans: Not Applicable; Non-Infrastructure Projects: 5 points**
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to use a corps on a project in which the corps can participate. **Plans: Not Applicable; Non-Infrastructure Projects: zero points**

Non-Infrastructure Application: Part B, Question 8

10. Benefit To Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a Disadvantaged Community in a way that provides a significant value. The project's benefits must primarily target a Disadvantaged Community while avoiding substantial burdens on that community.

For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- Be located within, or be within reasonable proximity to, the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

Points will be distributed in relation to the severity of and the benefit provided to the Disadvantaged Community affected by the project.

- How well does the project benefit a Disadvantaged Community? **Plans: Up to 20 points possible; Non-Infrastructure Projects: Up to 10 points possible**
- The project does not benefit a Disadvantaged Community. **zero points**

Plan Application: Part B, Question 1; Exhibit 22-Plan
Non-Infrastructure Application: Part B, Question 1

11. Matching Funds

NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 10 points possible**

Percentage of Matching Funds	Points
0%	zero points
0.01– 4.99%	1 point
5.00 – 9.99%	2 points
10.00– 14.99%	3 points
15.00 – 19.99%	4 points
20.00 – 24.99%	5 points
25.00 – 29.99%	6 points
30.00 – 34.99%	7 points
35.00 – 39.99%	8 points
40.00 – 44.99%	9 points
45.00% and above	10 points

Plan Application: Part A6; Project Programming Request

Non-Infrastructure Application: Part A6; Project Programming Request

12. Cost Effectiveness

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 11. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive the maximum number of points possible. The remaining projects will then receive points by comparing their rank to the highest rank possible, then multiplying that number by the number of points possible. **Plans: Up to 12 points possible; Non-Infrastructure Projects: Up to 10 points**

2023 Regional ATP Application Rankings, Funding Recommendations, and Contingency Project List

										Available funding: 61,927,000												
Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total ATP \$	Final Scores							Ranks							SUM of Ranks	Final Rank	ATP Funding Recommendation
						E1	E2	E3	E4	E5	E6	E7	E1	E2	E3	E4	E5	E6	E7			
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I - Large	\$4,614,000	116.0	170.3	169.0	133.7	175.6	166.6	139.3	5	1	1	6	3	6	6	28	1	\$4,614,000
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I - Medium	\$2,072,000	110.5	163.5	154.5	140.8	174.5	169.5	145.5	8	2	6	4	4	4	5	33	2	\$2,072,000
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I - Large	\$9,762,000	122.4	147.7	162.7	119.7	176.7	168.7	133.7	4	11	3	10	2	5	12	47	3	\$9,762,000
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I - Medium	\$2,248,000	112.1	163.4	147.4	119.4	166.1	174.4	135.4	7	3	13	11	10	1	9	54	4	\$2,248,000
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan	\$750,000	147.0	149.0	164.0	161.0	153.0	147.0	166.0	1	10	2	2	22	18	1	56	5	\$0
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I - Large	\$3,818,000	112.8	159.1	132.0	125.8	180.1	162.1	136.4	6	5	23	7	1	7	8	57	6	\$3,818,000
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan	\$563,000	132.0	161.0	141.0	166.0	150.0	141.0	160.0	3	4	19	1	25	24	2	78	7	\$0
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan	\$750,000	140.6	154.6	142.6	151.6	144.6	130.6	155.6	2	7	17	3	29	29	3	90	8	\$0
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I - Medium	\$5,984,000	95.2	139.2	153.5	108.2	166.2	172.5	134.2	20	21	8	19	9	3	11	91	9	\$5,984,000
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan	\$1,500,000	97.2	156.2	140.2	117.2	157.2	151.2	149.2	17	6	21	12	18	15	4	93	10	\$1,238,540
SD4	San Diego	11_San Diego, City of-5	San Diego CicloSDias Pilot	NI - EEA	\$500,000	109.3	147.0	107.0	140.3	151.0	173.0	134.7	9	12	33	5	23	2	10	94	11	\$500,000
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I - Medium	\$5,172,000	98.3	141.7	160.4	121.1	153.3	151.7	125.7	16	18	4	8	21	14	16	97	12	\$5,172,000
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I - Medium	\$4,890,000	98.3	145.7	146.3	109.0	168.7	159.7	113.6	15	13	14	18	7	8	23	98	13	\$4,890,000
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I - Medium	\$8,004,000	97.1	144.1	144.4	114.4	166.4	158.4	117.4	18	15	16	13	8	9	21	100	14	\$8,004,000
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I - Medium	\$6,344,000	98.7	144.7	155.0	111.7	169.7	144.7	101.7	14	14	5	16	6	21	26	102	15	\$6,344,000
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I - Large	\$10,843,000	90.4	142.7	153.1	112.1	165.7	154.1	131.1	25	17	9	15	11	11	15	103	16	\$0
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I - Medium	\$3,010,000	107.4	139.0	124.3	113.0	165.7	157.3	133.7	10	22	25	14	12	10	13	106	17	\$3,010,000
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I - Large	\$12,118,000	104.6	152.3	151.3	110.3	149.3	148.3	124.6	12	8	11	17	26	16	18	108	18	\$0
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I - Small	\$3,288,000	95.6	140.6	152.6	121.0	156.6	146.6	132.6	19	20	10	9	19	19	14	110	19	\$3,288,000
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I - Small	\$2,580,000	91.6	141.6	154.0	103.0	157.3	147.3	112.6	24	19	7	22	17	17	24	130	20	\$0
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I - Medium	\$7,995,000	85.8	151.5	142.2	104.2	159.2	142.2	115.2	26	9	18	20	15	22	22	132	21	\$982,460
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I - Medium	\$4,818,000	94.2	135.5	116.2	103.5	164.5	153.5	124.9	22	26	30	21	13	12	17	141	22	\$0
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I - Small	\$2,944,000	81.9	143.2	140.6	100.9	171.2	141.6	111.6	29	16	20	25	5	23	25	143	23	\$0
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I - Small	\$2,044,000	104.8	137.5	126.1	102.5	163.8	106.4	101.5	11	24	24	23	14	34	27	157	24	\$0
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I - Medium	\$4,755,000	100.8	129.7	134.1	91.7	154.1	120.4	117.4	13	27	22	26	20	32	20	160	25	\$0
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan	\$500,000	59.2	112.2	148.2	81.2	142.2	153.2	138.2	35	32	12	29	32	13	7	160	25	\$0
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I +NI Combo	\$3,491,000	93.1	127.8	146.2	78.1	145.8	145.1	92.4	23	28	15	31	28	20	31	176	27	\$0
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I - Large	\$12,765,000	84.7	137.7	118.7	84.7	142.7	137.7	118.1	28	23	28	28	31	26	19	183	28	\$0
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I - Small	\$1,245,000	85.1	137.1	110.1	87.8	150.1	137.1	92.1	27	25	32	27	24	27	32	194	29	\$0
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I - Small	\$2,327,000	75.6	115.3	106.6	102.3	158.0	129.6	98.3	31	31	34	24	16	30	29	195	30	\$0
ES1	Escondido	11-Escondido, City of -1	Hidden Valley Middle School SRTS Improvements	I - Small	\$2,206,000	95.0	124.7	89.3	74.6	146.3	140.4	99.7	21	29	35	32	27	25	28	197	31	\$0
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I - Medium	\$2,457,000	80.1	109.5	121.8	71.4	138.8	131.5	95.8	30	34	26	33	33	28	30	214	32	\$0
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I +NI Combo	\$8,098,000	75.2	116.2	111.8	79.8	143.2	106.8	71.1	32	30	31	30	30	33	34	220	33	\$0
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I - Medium	\$3,092,000	71.3	105.3	117.0	61.3	135.0	122.7	91.7	33	35	29	35	34	31	33	230	34	\$0
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I - Small	\$1,799,000	64.3	110.3	118.7	66.9	129.3	103.0	65.6	34	33	27	34	35	35	35	233	35	\$0

- Recommended for full funding
- Recommended for partial funding
- Contingency List project

- Notes
- 1 Declined funding to allow another Plan project to be funded
- 2 Declined funding due to partial award and insufficient matching funds to supplement the project budget

3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37	
Unique ID	Implementing Agency	Project Type Expanded (Select from drop-down)	Project Application No. (Assigned by CTC)	Project Name	Project Description	Project Location	For GIS	Resubmittal from Prior Cycles - Yes/No	Shapefile - Yes/No	PA&E \$	PS&E \$	R/W \$	CON \$	NI \$	Plan \$	Total ATP \$	Total Non-ATP \$	Total Project \$	Contact Person	Phone Number	Contact Email	Partnering Agency Name	Bicycle Transportation	Pedestrian Transportation	Safe Routes to School	Safe Routes for Seniors	Trails	State only funding request?	Benefits a DAC?	(MHI, CalEnviro, School Lunch, Regional Definition,	Disadvantaged Community	Letter of Support (Name of Agencies or Organizations)																																					
CO1	County	I+NI Combo	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	multi-use pedestrian safety improvements	between South Mission Road and Reche Road in Fallbrook, CA		No	No	\$175	\$900	\$445	\$6,503	\$75		\$8,098	\$900	\$8,998	Cynthia Curtis	619-981-6294	cynthia.curtis@sdcountry.ca.gov	N/A	Yes	Yes	X			No	Yes	School Lunch		not able to open?																																					
CO2	County	I- Small	11-San Diego County-1	Casa de Oro Road Reconfiguration	Final design plans, specifications, and estimate for pedestrian, bike, and safety improvements on Campo Road between Rogers Road and Granada Avenue. Pre-construction funds only.	Campo Road between Rogers Road and Granada Avenue, including surrounding circulation routes within the neighborhood of Casa de Oro in the unincorporated San Diego County.		No	No	\$250	\$1,367	\$710	\$0	\$0	\$0	\$2,327	\$745	\$3,072	Luis Duran	619-214-4698	luis.duran@sdcountry.ca.gov	N/A	Yes	Yes				No	Yes	School Lunch		Casa de Oro Alliance, Spring Valley Chamber of Commerce																																					
CV1	Chula Vista	I- Large	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	12-ft wide multi-use path for pedestrians and bikes, high-visibility crosswalks, mid-block crossings, lighting, trees, bulb-outs, striping, signing and roundabout	East of San Diego N-Bay in northwestern Chula Vista.		Yes	No	\$78	\$1,295		\$8,389			\$9,762	\$9,083	\$18,845	Frank Rivera	619-691-5045	frivera@chulavistaca.gov	N/A	Yes	Yes	X	X		No	Yes	MHI		MTS, CV Elementary School District, PORT of SD, Bike Walk Chula Vista, Bike Coalition																																					
CV2	Chula Vista	I- Medium	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	1/4 mile Class 1 bikeway, high-visibility crosswalk, installation of a new ped/bike HAWK beacon	MTS RR Corridor parallel to the west of Bay Boulevard from E Street, to Lagoon Drive/ F Street		Yes	No	\$100	\$150		\$2,760			\$3,010	\$800	\$3,810	Frank Rivera	619-691-5045	frivera@chulavistaca.gov	N/A	Yes	Yes				No	Yes	Healthy Places Index		SANDAG, MTS, SD County Bike Coalition, City of Coronado, City of IB, National City, Port of SD, Bike Walk Chula Vista																																					
CV3	Chula Vista	I- Medium	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	Construct 1/2 mile of Class I Bikeway, install: 2X five foot wide path lanes + 2x two foot wide shoulders, high-visibility crosswalks and a new pedestrian/bike HAWK beacon signal.	Within the inactive San Diego and Arizona Eastern Railway Railroad Corridor parallel to & west of Interstate-5 & Bay Blvd from Lagoon Dr./F St. to H St. in the City of Chula Vista.		No	No	\$100	\$480	\$0	\$4,238	\$0	\$0	\$4,818	\$0	\$4,818	Frank Rivera	619-691-5045	frivera@chulavistaca.gov	N/A	Yes	Yes		X	X	Yes	Yes	CalEnviro		MTS,																																					
CV4	Chula Vista	I- Large	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	Construct 12-ft wide multi-use path for pedestrians and bicycles, high-visibility crosswalks and mid-block crossings, lighting, trees, bulb-outs, signing and striping.	East of San Diego Bay in northwestern Chula Vista, On F Street from Broadway to Fourth Avenue in the City of Chula Vista's Urban Core District. Typical project width 80 feet ROW.		No	No	\$84	\$469	\$0	\$10,290	\$0	\$0	\$10,843	\$5,261	\$16,104	Frank Rivera	619-691-5046	frivera@chulavistaca.gov	N/A	Yes	Yes	X	X		Yes	Yes	MHI		Feaster Charter School, Port of San Diego, BikeWalk Chula Vista, Bike Coalition																																					
CV5	Chula Vista	NI- Plan	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	Prepare a master planning document to establish a city-wide network of trails and a priority list of capital improvement projects to be constructed as funding becomes available.	The Trails Master Plan will encompass open spaces throughout the city's boundary, outside of the public right-of-way. The city's boundary is the same boundary as the project limits.		No	No	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$0	\$500	Marc Caro	619-476-2385	mcaro@chulavistaca.gov	N/A	Yes	Yes			X	Yes	Yes	CalEnviro		San Diego Mountain Biking Association,																																					
EC1	El Cajon	I- Medium	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	Class IV bicycle facilities, improved sidewalks, traffic calming, pavement markings, ADA curb ramps	On Main Street from Johnson Avenue to El Cajon Boulevard in the City of El Cajon		Yes	No	\$3	\$572		\$5,409			\$5,984	\$816	\$6,800	Mario Sanchez	619-441-1651	msanchez@elcajon.gov	N/A	Yes	Yes				Yes	Yes	School Lunch		SD River Conservancy, MTS, Cajon Valley Union School District, Literacy First Charter Schools, El Cajon Collaborative, Rady Childrens Hospital																																					
EN1	Encinitas	I- Small	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	Construct interim North Vulcan Avenue Multi-Use Path, bike lane and enhanced pedestrian crossings on the west side of N. Vulcan Ave. between La Costa Blvd. and Leucadia Blvd.	West side of North Vulcan Avenue between La Costa Boulevard and Leucadia Boulevard in the City of Encinitas, CA.		No	No	\$0	\$0	\$0	\$1,245	\$0	\$0	\$1,245	\$135	\$1,380	Abe Bandegan	760-633-2705	abandegan@encinitasca.gov	N/A	Yes	Yes		X	X	No	No			Encinitas Fire Department, NOWLeucadia, Circulate SD, Bike Coalition																																					
EN2	Encinitas	I- Medium	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	New sidewalks, enhanced pedestrian crossings, and buffered bike lanes on Leucadia Blvd from Hermes Ave to Eolus Ave. Construct new roundabout at the intersection with Higgs Ave.	Both sides of Leucadia Boulevard from Hermes Avenue to Eolus Avenue in the City of Encinitas, CA.		No	No	\$0	\$0	\$0	\$2,457	\$0	\$0	\$2,457	\$2,700	\$5,157	Abe Bandegan	760-633-2706	abandegan@encinitasca.gov	N/A	Yes	Yes		X		No	No																																								
EN3	Encinitas	I- Medium	11-Encinitas, City of-3	La Costa Avenue Sidewalks	Construct sidewalks, enhanced pedestrian crossings and buffered bike lanes along La Costa Avenue between North Coast Highway 101 and Interstate 5 in the City of Encinitas, CA.	Both sides of La Costa Avenue between North Coast Highway 101 and Interstate 5 in the City of Encinitas, CA.		No	No	\$0	\$0	\$0	\$3,092	\$0	\$0	\$3,092	\$1,200	\$4,292	Abe Bandegan	760-633-2707	abandegan@encinitasca.gov	N/A	Yes	Yes		X		No	No																																								
ES1	Escondido	I- Small	11-Escondido, City of- 1	Hidden Valley Middle School SRTS Improvements	constructs a continuous, separated pedestrian pathway, upgrades crosswalks, installs Class III bike facility and calms traffic	Citrus Avenue between Glenridge Road and Bear Valley Parkway		Yes	No	\$89	\$297		\$1,820			\$2,206	\$50	\$2,256	Julie Procopio	760-839-4001	jprocopio@escondido.org	N/A	Yes	Yes	X			No	Yes	School Lunch		Orange Glen High School, Hidden Valley Middle School																																					
LG1	Lemon Grove	I+NI Combo	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	safety infrastructure and non-infrastructure improvements improving safety and convenience for walking/biking	City of Lemon Grove		No	No	\$50	\$315		\$3,030	\$96		\$3,491	\$0	\$3,491	Lydia Romero	619-825-3800	lromero@lemongrove.ca.gov	N/A	Yes	Yes	X			No	Yes	School Lunch		Lemon Grove School District, San Miguel Elementary School, Thrive Lemon Grove, SD County Sheriff's Department, SRTS San Diego																																					
LG2	Lemon Grove	I- Medium	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	Active transportation corridor project includes class 1 multi-use paths, DG pedestrian trail, and bike boulevard treatments	Main Street between Mt. Vernon Street and Massachusetts Avenue		Yes	No	\$115	\$1,194		\$6,695			\$8,004	\$81	\$8,085	Lydia Romero	619-825-3800	lromero@lemongrove.ca.gov	N/A	Yes	Yes				Yes	Yes	CalEnviro		THRIVE Lemon Grove, SD County Sheriff's Department, LG Historical Society, SD County Bike Coalition																																					
LG3	Lemon Grove	I- Medium	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	Connect Main Street's an active transportation corridor project including class 1 multi-use paths, DG pedestrian trails, and bike boulevard treatments.	Lemon Grove, California; Located on Main Street Between Mt. Vernon Street/Buena Vista Ave and Burnell Ave.		No	No	\$0	\$374	\$0	\$4,516	\$0	\$0	\$4,890	\$1	\$4,891	Lydia Romero	619-825-3801	lromero@lemongrove.ca.gov	N/A	Yes	Yes				Yes	Yes	MHI		THRIVE Lemon Grove, SD County Sheriff's Department, LG Historical Society, SD County Bike Coalition																																					
NC1	National City	I- Small	11-National City, City of-1	Civic Center Protected Bikeway	connects disadvantaged residents living east of I-5 to the Bayshore Bikeway.	National City, along Civic Center Drive, between Harbor Drive and Wilson Avenue.		Yes	No	\$73	\$375		\$2,132			\$2,580	\$2	\$2,582	Robert Yano	619-336-4380	ryano@nationalcityca.gov	N/A	Yes	Yes				Yes	Yes	MHI		Circulate SD, ARTS, Rady Childrens, SRTS San Diego																																					
NC2	National City	I- Small	11-National City, City of-2	22nd Street Separated Bikeway	3,000 feet of separated bikeway (Class I and IV), curb extensions, a new traffic signal with bike signals, continental crosswalks, curb ramps, and 400 feet of new sidewalk.	Along East 22nd Street between Wilson Avenue and D Avenue in National City		No	No	\$148	\$380		\$2,760			\$3,288	\$2	\$3,290	Robert Yano	619-336-4380	ryano@nationalcityca.gov	N/A	Yes	Yes		X		Yes	Yes	MHI		SRTS San Diego, MTS, Circulate SD, ARTS, Rady Childrens Hospital																																					
NC4	National City	I- Small	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	Signal modification at the rail crossing, benches, trees planted, and various lighting and safety improvements (3 RRFBs and 1 new drainage inlet).	Located in western National City at 8th Street Transit Station and along Roosevelt Ave from 8th Street to Division Street		No	No	\$0	\$50	\$85	\$2,809	\$0	\$0	\$2,944	\$550	\$3,494	Robert Yano	619-336-4381	ryano@nationalcityca.gov	MTS	Yes	Yes				No	Yes	CalEnviro		MTS, National City Chamber of Commerce, Circulate SD, Southwestern College																																					
NC5	National City	I- Medium	11-National City, City of-2	Bayshore Bikeway Segment 5	The construction of a Class 1 and 4 bicycle facilities, improved signalized and unsignalized intersections, improve rail crossings, coastal sage mitigation, and add safety lighting	Adjacent to Marina Way from 32nd Street to Bay Marina Drive, Bay Marina Drive from Marina Way to McKinley Avenue, and McKinley Avenue from Bay Marina Drive to Civic Center Drive		No	No	\$0	\$0	\$0	\$2,072	\$0	\$0	\$2,072	\$7,516	\$9,588	Robert Yano	619-336-4382	ryano@nationalcityca.gov	N/A	Yes	Yes				No	Yes	CalEnviro		City of Coronado, Bike Coalition, BNSF Railway, A Reason To Service (ARTS), City of Imperial Beach, Circulate SD, MTS, Port of SD, Rady Childrens Hospital, SANDAG,																																					
NC6	National City	I- Medium	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	Construct a two-way Class 1 safe crossing of the rail tracks near 8th and Harbor in National City for bicyclists and pedestrians. Removal of a vehicle free right-turn lane.	Between the Bayshore Bikeway at the intersection of 8th St and Harbor Dr., crossing the rail tracks to the east of the intersection, ending west of the 8th St MTS transit station		No	No	\$100	\$370	\$130	\$1,648	\$0	\$0	\$2,248	\$4,125	\$6,373	Robert Yano	619-336-4383	ryano@nationalcityca.gov	N/A	Yes	Yes				No	Yes	CalEnviro		Dept of the Navy, Rady Childrens Hospital, SD Board of Supervisors																																					
OC1	Oceanside	I- Large	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	Construct a class 1 bike/pedestrian facility with a bridge across Loma Alta Creek between Oceanside Blvd. and Morse Street to close the gap in the existing Coastal Rail Trail network.	located between Oceanside Blvd. and Morse Street and provides bicycle/pedestrian access across the Loma Alta Creek west of the RR tracks		Yes	No			\$250	\$11,868			\$12,118	\$2,160	\$14,278	Dara Woods	760-435-5094	DWoods@oceansideca.org	N/A	Yes	Yes	X	X	X	No	Yes	MHI		La Salina Mobile Village HOA, City of Oceanside Bicycle and Pedestrian Committee Bike Walk/Oceanside, SANDAG, Circulate SD, SRTS, NCTD, South Oceanside Community and Merchants Association, Bike Coalition																																					
SAN3	SANDAG	I- Large	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	2 way 7.9 miles of continuous bike boulevards, buffered bike lanes, Class II/III facilities, 15 traffic circles, 7 roundabouts, 35 intersection treatments	multiple roads to connect cities of National City, Chula Vista, and San Diego from Imperial Ave/47 th Street in San Diego to J Street, Bay Blvd in Chula Vista		No	No	\$4,614						\$4,614	\$63,982	\$68,596	Mary McGuirk-Lizarraga	619-849-6769	Mary.McGuirk@sandag.org	City of San Diego	Yes	Yes	X			No	Yes	School Lunch		Scott Peters -U.S. Congress House of Reps, Monica Montgomery -City of SD Council, MTS, National City, Mary Salas - Chula Vista, Nora Vargas - County of SD, Circulate SD, Bike SD, Bike Coalition SD County, Environmental Health Coalition																																					
SAN4	SANDAG	I- Medium	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	Improve and construct new bikeway infrastructure: bike lanes, pavement markings, curb extensions, mini-roundabouts, enhanced pedestrian crossings, and wayfinding signage	City of San Diego along Congress Street/San Diego Avenue from Taylor Street to Noell Street on Old Town and on University Avenue from Ibis Street to First Avenue in Mission Hills		Yes	No	\$339	\$366	\$98	\$7,192			\$7,995	\$805	\$8,800	Madai Parra	619-699-1924	Madai.Parra@sandag.org	City of San Diego	Yes	Yes	X			No	Yes	MHI		Circulate SD, Bike SD, Bike Coalition, Climate Action Campaign, Chris Ward, CA Assembly, MTS, Urban Collaborative Project																																					
SAN5	SANDAG	I- Large	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	13miles of Class IV cycle tracks on Pacific Highway and connecting streets including at-grade rail safety and intersection enhancements	Pacific Coast Highway and connecting street between Sea World Drive and Grape																																																															

1 2 3 4 5 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$ (1,000s)	2	3A	3B	4	5	6	7	8	9	10	Subtotal
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan	\$500	\$500	12	5	1	1	15	N/A	N/A	5	N/A	5	44
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan	\$975	\$750	28	25	10	15	15	N/A	N/A	5	N/A	12	110
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan	\$975	\$750	28	25	10	15	13	N/A	N/A	5	N/A	20	116
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan	\$563	\$563	30	20	5	20	13	N/A	N/A	10	N/A	10	108
SD4	San Diego	11_San Diego, City of-5	San Diego CiclosDias Pilot	NI - EEA	\$500	\$500	30	15	5	20	8	15	1	1	5	1	101
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan	\$1,500	\$1,500	17	10	1	10	13	N/A	N/A	1	N/A	20	72

Maximum 150 points Plan; 180 points EEA

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$	2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8	Subtotal
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I+NI Combo	\$8,998	\$8,098	0	0	8	12	18	1	6	2	1	1	6	10	65
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I - Small	\$3,072	\$2,327	0	0	6	12	14	1	1	2	1	1	0	8	46
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I - Large	\$18,845	\$9,762	0	10	18	14	15	1	1	3	5	1	6	10	84
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I - Medium	\$3,810	\$3,010	5	0	12	8	15	6	1	3	2	1	6	10	69
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I - Medium	\$4,818	\$4,818	5	0	8	8	15	6	1	3	2	1	6	10	65
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I - Large	\$16,104	\$10,843	0	0	10	9	15	1	1	3	5	1	6	10	61
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I - Medium	\$6,800	\$5,984	0	0	8	14	15	1	1	3	2	1	6	10	61
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I - Small	\$1,380	\$1,245	5	5	8	9	11	1	1	3	2	1	6	0	52
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I - Medium	\$5,157	\$2,457	0	10	10	8	12	1	1	3	2	1	6	0	54
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I - Medium	\$4,292	\$3,092	0	10	7	7	12	1	1	3	2	1	6	0	50
ES1	Escondido	11-Escondido, City of -1	Hidden Valley Middle School SRTS Improvements	I - Small	\$2,256	\$2,206	0	10	8	9	18	1	1	4	6	3	6	10	76
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I+NI Combo	\$3,491	\$3,491	0	10	10	8	17	1	1	1	2	5	6	10	71
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I - Medium	\$8,085	\$8,004	5	5	8	9	15	1	1	2	2	3	6	10	67
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I - Medium	\$4,891	\$4,890	5	5	8	9	15	1	1	2	2	3	6	10	67
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I - Small	\$2,582	\$2,580	10	0	8	6	13	1	1	2	2	3	6	10	62
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I - Small	\$3,290	\$3,288	10	0	8	8	13	1	1	3	2	3	6	10	65
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I - Small	\$3,494	\$2,944	0	0	10	4	11	1	1	2	2	3	6	10	50
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I - Medium	\$9,588	\$2,072	10	0	16	6	13	1	1	2	6	1	6	3	65
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I - Medium	\$6,373	\$2,248	0	5	14	12	11	1	1	2	2	3	6	10	67
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I - Large	\$14,278	\$12,118	10	0	12	8	15	1	1	3	9	1	6	10	76
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I - Large	\$68,596	\$4,614	10	0	18	12	13	1	1	1	2	3	0	10	71
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I - Medium	\$8,800	\$7,995	0	0	12	10	12	1	1	3	2	1	0	7	49
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I - Large	\$88,131	\$3,818	5	0	18	9	13	1	1	3	2	3	0	10	65
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I - Medium	\$9,530	\$5,172	10	0	8	8	10	1	1	3	8	1	6	0	56
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I - Medium	\$9,345	\$6,344	0	5	16	12	9	1	1	1	2	1	6	10	64
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I - Small	\$2,019	\$1,799	10	0	5	11	10	1	1	2	6	1	6	0	53
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I - Large	\$13,929	\$12,765	2	5	9	11	10	1	4	2	7	1	6	0	58
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I - Small	\$2,599	\$2,044	3	7	8	12	15	1	1	2	6	3	6	10	74
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I - Medium	\$5,944	\$4,755	7	8	8	16	15	1	1	2	2	1	6	10	77

Maximum 148 points

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NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$ (1,000s)	2	3A	3B	4	5	6	7	8	9	10	Subtotal	
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan	\$500	\$500	18	20	5	15	7	N/A	N/A	8	N/A	20	93	
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan	\$975	\$750	26	24	9	26	14	N/A	N/A	12	N/A	5	116	
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan	\$975	\$750	27	26	9	24	15	N/A	N/A	14	N/A	15	130	
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan	\$563	\$563	26	28	8	28	15	N/A	N/A	14	N/A	20	139	
SD4	San Diego	11_San Diego, City of-5	San Diego CicloSDias Pilot	NI - EEA	\$500	\$500	21	24	7	22	10	16	14	10	5	8	137	
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan	\$1,500	\$1,500	26	26	4	28	13	N/A	N/A	14	N/A	20	131	

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$	2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8	Subtotal	
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I+NI Combo	\$8,998	\$8,098	10	10	12	16	16	6	6	6	4	6	6	8	106	
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I - Small	\$3,072	\$2,327	7	7	12	16	15	3	6	4	4	4	0	7	85	
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I - Large	\$18,845	\$9,762	8	8	12	16	18	8	6	8	2	8	6	10	110	
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I - Medium	\$3,810	\$3,010	10	0	12	16	14	8	6	8	4	8	6	10	102	
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I - Medium	\$4,818	\$4,818	10	4	12	16	14	8	6	8	4	8	6	10	106	
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I - Large	\$16,104	\$10,843	10	2	14	16	18	10	6	8	5	8	6	10	113	
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I - Medium	\$6,800	\$5,984	10	10	12	16	15	8	6	6	6	10	6	0	105	
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I - Small	\$1,380	\$1,245	10	10	16	16	15	6	6	10	4	5	6	0	104	
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I - Medium	\$5,157	\$2,457	4	8	12	16	15	6	6	2	4	5	6	0	84	
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I - Medium	\$4,292	\$3,092	6	10	12	16	15	2	6	2	4	5	6	0	84	
ES1	Escondido	11-Escondido, City of -1	Hidden Valley Middle School SRTS Improvements	I - Small	\$2,256	\$2,206	6	10	12	16	18	6	6	2	4	10	6	10	106	
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I+NI Combo	\$3,491	\$3,491	6	8	12	16	18	8	6	2	4	10	6	10	106	
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I - Medium	\$8,085	\$8,004	10	10	16	16	16	10	6	2	4	10	6	8	114	
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I - Medium	\$4,891	\$4,890	10	10	16	16	16	10	6	2	4	10	6	8	114	
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I - Small	\$2,582	\$2,580	10	4	16	16	16	8	6	8	4	10	6	8	112	
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I - Small	\$3,290	\$3,288	8	8	12	16	16	8	6	8	4	10	6	8	110	
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I - Small	\$3,494	\$2,944	4	10	12	16	16	10	6	8	4	10	6	8	110	
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I - Medium	\$9,588	\$2,072	10	10	16	16	16	8	6	8	4	10	6	8	118	
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I - Medium	\$6,373	\$2,248	10	10	16	16	16	8	6	8	4	10	6	8	118	
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I - Large	\$14,278	\$12,118	10	10	16	16	16	12	6	10	4	10	6	8	124	
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I - Large	\$68,596	\$4,614	10	10	17	16	17	11	6	9	4	10	6	9	125	
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I - Medium	\$8,800	\$7,995	6	6	16	16	16	12	6	8	4	10	6	8	114	
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I - Large	\$88,131	\$3,818	6	6	16	16	16	8	6	10	4	10	6	8	112	
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I - Medium	\$9,530	\$5,172	9	9	12	16	15	12	6	4	6	4	6	0	99	
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I - Medium	\$9,345	\$6,344	9	7	12	16	18	8	6	4	4	10	6	10	110	
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I - Small	\$2,019	\$1,799	4	10	10	16	15	4	6	5	18	4	6	0	98	
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I - Large	\$13,929	\$12,765	4	10	16	16	15	10	6	8	12	8	6	0	111	
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I - Small	\$2,599	\$2,044	2	2	10	16	18	6	6	7	14	10	6	10	107	
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I - Medium	\$5,944	\$4,755	6	6	12	16	18	6	6	7	4	10	6	10	107	

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NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$ (1,000s)	2	3A	3B	4	5	6	7	8	9	10	Subtotal
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan	\$500	\$500	25	25	8	24	14	N/A	N/A	13	N/A	16	125
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan	\$975	\$750	25	25	9	25	14	N/A	N/A	13	N/A	16	127
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan	\$975	\$750	24	23	7	22	14	N/A	N/A	14	N/A	16	120
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan	\$563	\$563	28	18	9	26	9	N/A	N/A	14	N/A	15	119
SD4	San Diego	11_San Diego, City of-5	San Diego CicloSDias Pilot	NI - EEA	\$500	\$500	18	15	3	15	8	10	15	8	5	5	102
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan	\$1,500	\$1,500	22	25	5	20	9	N/A	N/A	14	N/A	20	115

Maximum 150 points Plan; 180 points EEA

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$	2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8	Subtotal
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I+NI Combo	\$8,998	\$8,098	6	8	12	16	12	4	3	4	16	8	6	7	102
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I - Small	\$3,072	\$2,327	5	6	10	10	14	8	3	4	4	6	0	7	77
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I - Large	\$18,845	\$9,762	9	8	16	16	16	9	5	7	17	8	6	8	125
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I - Medium	\$3,810	\$3,010	9	3	8	8	12	6	4	4	17	6	6	5	88
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I - Medium	\$4,818	\$4,818	9	3	8	8	12	6	4	4	17	6	6	5	88
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I - Large	\$16,104	\$10,843	9	9	15	15	15	9	5	7	16	8	6	9	123
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I - Medium	\$6,800	\$5,984	6	5	17	16	13	11	5	9	15	7	6	9	119
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I - Small	\$1,380	\$1,245	5	2	10	9	12	5	4	2	12	6	6	4	77
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I - Medium	\$5,157	\$2,457	3	8	13	14	15	6	3	3	16	6	6	2	95
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I - Medium	\$4,292	\$3,092	2	9	12	13	13	5	5	4	16	8	6	2	95
ES1	Escondido	11-Escondido, City of -1	Hidden Valley Middle School SRTS Improvements	I - Small	\$2,256	\$2,206	2	6	6	6	8	4	4	4	12	7	6	8	73
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I+NI Combo	\$3,491	\$3,491	2	9	16	17	17	8	6	7	16	9	6	10	123
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I - Medium	\$8,085	\$8,004	7	7	16	16	15	8	5	6	12	7	6	9	114
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I - Medium	\$4,891	\$4,890	8	7	16	16	15	8	5	6	12	7	6	9	115
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I - Small	\$2,582	\$2,580	9	9	17	17	17	10	3	6	14	7	6	9	124
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I - Small	\$3,290	\$3,288	8	6	16	14	15	10	5	8	17	7	6	9	121
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I - Small	\$3,494	\$2,944	6	4	15	13	14	8	4	5	17	5	6	10	107
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I - Medium	\$9,588	\$2,072	9	6	13	12	16	8	3	3	16	8	6	9	109
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I - Medium	\$6,373	\$2,248	5	5	12	12	16	9	4	5	14	5	6	9	102
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I - Large	\$14,278	\$12,118	9	9	17	17	17	7	6	6	12	9	6	8	123
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I - Large	\$68,596	\$4,614	9	7	17	15	17	9	4	8	14	8	6	10	124
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I - Medium	\$8,800	\$7,995	8	5	12	15	15	9	4	6	14	6	6	5	105
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I - Large	\$88,131	\$3,818	7	5	8	8	12	6	5	8	6	8	6	7	86
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I - Medium	\$9,530	\$5,172	8	7	15	15	16	7	4	7	17	9	6	6	117
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I - Medium	\$9,345	\$6,344	7	7	14	15	17	9	5	6	18	8	6	8	120
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I - Small	\$2,019	\$1,799	6	8	15	15	16	4	3	5	18	7	6	3	106
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I - Large	\$13,929	\$12,765	6	6	11	10	12	7	3	4	18	5	6	4	92
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I - Small	\$2,599	\$2,044	5	9	6	15	14	6	3	6	9	8	6	9	96
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I - Medium	\$5,944	\$4,755	6	7	15	16	14	7	4	7	14	8	6	7	111

Maximum 148 points

1	2	3	4	5	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
NON-INFRASTRUCTURE PROJECTS																										
Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$ (1,000s)	2	3A	3B	4	5	6	7	8	9	10										
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan	\$500	\$500	14	5	2	10	10	N/A	N/A	10	N/A	15										
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan	\$975	\$750	28	25	7	25	15	N/A	N/A	14	N/A	10										
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan	\$975	\$750	28	25	7	25	13	N/A	N/A	14	N/A	15										
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan	\$563	\$563	27	30	5	30	15	N/A	N/A	15	N/A	20										
SD4	San Diego	11_San Diego, City of-5	San Diego CicloSDias Pilot	NI - EEA	\$500	\$500	21	28	2	20	8	12	15	13	5	8										
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan	\$1,500	\$1,500	21	5	1	25	15	N/A	N/A	5	N/A	20										

Subtotal	Maximum 150 points Plan; 180 points EEA
CV5	66
SD1	124
SD2	127
SD3	142
SD4	132
SD5	92

INFRASTRUCTURE PROJECTS																										
Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total Project \$	Total ATP \$	2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8								
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I+NI Combo	\$8,998	\$8,098	3	7	4	8	12	1	5	1	6	7	6	10								
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I - Small	\$3,072	\$2,327	5	0	10	16	14	6	1	1	2	6	0	10								
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I - Large	\$18,845	\$9,762	6	5	8	16	14	1	1	2	9	4	6	10								
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I - Medium	\$3,810	\$3,010	9	5	9	12	13	2	1	2	2	6	6	8								
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I - Medium	\$4,818	\$4,818	9	5	8	12	13	2	1	2	2	6	6	8								
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I - Large	\$16,104	\$10,843	6	5	8	16	14	1	1	2	9	4	6	10								
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I - Medium	\$6,800	\$5,984	5	0	11	12	12	6	1	2	2	7	6	10								
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I - Small	\$1,380	\$1,245	4	7	12	9	9	1	1	2	2	2	6	0								
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I - Medium	\$5,157	\$2,457	3	8	4	11	7	1	1	1	3	2	6	0								
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I - Medium	\$4,292	\$3,092	1	10	4	9	5	1	1	1	2	1	6	0								
ES1	Escondido	11-Escondido, City of -1	Hidden Valley Middle School SRTS Improvements	I - Small	\$2,256	\$2,206	2	8	10	6	9	1	1	1	3	5	6	6								
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I+NI Combo	\$3,491	\$3,491	1	7	2	7	10	1	4	1	3	6	6	9								
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I - Medium	\$8,085	\$8,004	5	9	11	11	12	6	1	2	6	7	6	8								
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I - Medium	\$4,891	\$4,890	5	9	6	11	12	1	1	2	9	7	6	8								
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I - Small	\$2,582	\$2,580	10	4	6	1	15	5	1	2	6	7	6	10								
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I - Small	\$3,290	\$3,288	8	6	10	12	15	5	1	2	6	8	6	10								
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I - Small	\$3,494	\$2,944	3	5	6	12	10	1	1	1	5	8	6	10								
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I - Medium	\$9,588	\$2,072	10	8	10	12	14	1	1	2	12	9	6	10								
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I - Medium	\$6,373	\$2,248	4	4	8	18	12	1	1	2	2	6	6	10								
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I - Large	\$14,278	\$12,118	10	9	6	10	14	1	1	2	9	8	6	6								
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I - Large	\$68,596	\$4,614	8	6	8	16	15	6	1	2	2	8	6	10								
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I - Medium	\$8,800	\$7,995	6	5	8	13	9	8	1	1	2	2	6	6								
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I - Large	\$88,131	\$3,818	10	5	12	15	13	6	1	2	2	5	0	7								
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I - Medium	\$9,530	\$5,172	10	10	10	14	12	4	1	1	12	3	0	0								
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I - Medium	\$9,345	\$6,344	8	8	6	12	12	1	1	1	2	10	6	10								
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I - Small	\$2,019	\$1,799	7	7	1	11	9	1	1	1	10	2	6	0								
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I - Large	\$13,929	\$12,765	5	7	6	12	12	1	1	1	6	1	6	0								
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I - Small	\$2,599	\$2,044	6	6	5	11	14	1	1	1	2	9	6	10								
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I - Medium	\$5,944	\$4,755	7	10	6	13	11	1	1	1	2	3	6	8								

Subtotal	Maximum 148 points
CO1	70
CO2	71
CV1	82
CV2	75
CV3	74
CV4	82
EC1	74
EN1	55
EN2	47
EN3	41
ES1	58
LG1	57
LG2	84
LG3	77
NC1	73
NC2	89
NC4	68
NC5	95
NC6	74
OC1	82
SAN3	88
SAN4	67
SAN5	78
SAN6	77
SAN7	77
SB1	56
SB2	58
SD6	72
VS1	69

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NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan
SD4	San Diego	11-San Diego, City of-5	San Diego CidloDias Pilot	NI - EEA
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan

Total Project \$	Total ATP \$ (1,000s)
\$500	\$500
\$975	\$750
\$975	\$750
\$563	\$563
\$500	\$500
\$1,500	\$1,500

2	3A	3B	4	5	6	7	8	9	10
27	26	6	28	14	N/A	N/A	11	N/A	9
26	26	7	27	14	N/A	N/A	11	N/A	7
27	27	6	27	14	N/A	N/A	12	N/A	9
28	28	7	29	14	N/A	N/A	14	N/A	10
28	28	6	29	13	5	10	10	5	7
27	26	6	29	15	N/A	N/A	11	N/A	18

Subtotal
CV5 121
SD1 118
SD2 122
SD3 130
SD4 141
SD5 132

Maximum 150 points Plan; 180 points EEA

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I +NI Combo
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I - Small
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I - Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I - Medium
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I - Medium
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I - Large
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I - Medium
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I - Small
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I - Medium
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I - Medium
ES1	Escondido	11-Escondido, City of -1	Hidden Valley Middle School SRTS Improvements	I - Small
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I +NI Combo
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I - Medium
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I - Medium
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I - Small
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I - Small
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I - Small
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I - Medium
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I - Medium
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I - Large
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I - Large
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I - Medium
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I - Large
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I - Medium
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I - Medium
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I - Small
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I - Large
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I - Small
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I - Medium

Total Project \$	Total ATP \$
\$8,998	\$8,098
\$3,072	\$2,327
\$18,845	\$9,762
\$3,810	\$3,010
\$4,818	\$4,818
\$16,104	\$10,843
\$6,800	\$5,984
\$1,380	\$1,245
\$5,157	\$2,457
\$4,292	\$3,092
\$2,256	\$2,206
\$3,491	\$3,491
\$8,085	\$8,004
\$4,891	\$4,890
\$2,582	\$2,580
\$3,290	\$3,288
\$3,494	\$2,944
\$9,588	\$2,072
\$6,373	\$2,248
\$14,278	\$12,118
\$68,596	\$4,614
\$8,800	\$7,995
\$88,131	\$3,818
\$9,530	\$5,172
\$9,345	\$6,344
\$2,019	\$1,799
\$13,929	\$12,765
\$2,599	\$2,044
\$5,944	\$4,755

2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8
10	10	16	18	17	8	5	6	18	9	6	10
10	10	18	17	17	8	5	6	18	8	0	10
10	10	18	18	17	8	6	7	20	9	6	10
9	9	17	17	17	9	5	5	17	8	6	10
9	9	18	17	17	10	5	7	18	9	6	10
10	10	18	18	17	8	5	5	20	9	6	10
10	10	18	17	17	7	4	6	18	9	6	10
9	9	18	17	16	6	3	7	19	7	6	0
7	8	17	16	17	7	3	7	19	6	6	0
6	10	18	16	16	7	3	6	19	6	6	0
7	10	18	18	17	7	3	6	17	9	6	10
6	10	16	16	17	6	6	5	18	8	6	10
10	8	18	18	17	10	4	8	18	9	6	10
10	8	18	18	17	10	4	8	19	9	6	10
10	8	16	16	17	7	4	8	19	8	6	9
10	8	16	16	17	6	4	7	18	8	6	10
10	10	18	17	17	10	4	7	20	9	6	10
9	7	18	17	17	9	3	7	19	8	6	9
7	7	16	16	17	7	3	7	18	8	6	9
8	7	17	16	17	6	3	8	17	7	6	9
9	7	18	18	17	8	4	9	16	9	6	10
7	7	18	16	17	7	4	8	17	7	6	8
10	10	18	18	18	10	4	10	16	9	0	10
8	8	17	16	16	6	3	7	17	7	6	0
10	10	18	18	18	8	4	8	17	8	6	10
9	9	17	16	16	8	3	7	19	6	6	0
9	10	17	17	16	7	3	7	18	6	6	0
9	9	18	18	18	7	4	8	19	7	6	10
10	10	18	18	17	7	3	7	19	6	6	10

Subtotal
CO1 133
CO2 127
CV1 139
CV2 129
CV3 135
CV4 136
EC1 132
EN1 117
EN2 113
EN3 113
ES1 128
LG1 124
LG2 136
LG3 137
NC1 128
NC2 126
NC4 138
NC5 129
NC6 121
OC1 121
SAN3 131
SAN4 122
SAN5 133
SAN6 111
SAN7 135
SB1 117
SB2 116
SD6 133
VS1 131

Maximum 148 points

123NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan
SD4	San Diego	11_San Diego, City of-5	San Diego CicloSDias Pilot	NI - EEA
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan

Total Project \$	Total ATP \$ (1,000s)
\$500	\$500
\$975	\$750
\$975	\$750
\$563	\$563
\$500	\$500
\$1,500	\$1,500

2	3A	3B	4	5	6	7	8	9	10
30	26	8	30	15	N/A	N/A	13	N/A	10
30	28	8	26	5	N/A	N/A	5	N/A	10
30	10	10	25	15	N/A	N/A	10	N/A	8
28	22	8	26	12	N/A	N/A	15	N/A	10
28	26	8	28	15	18	15	12	5	8
26	28	2	30	15	N/A	N/A	15	N/A	10

	Subtotal
CV5	132
SD1	112
SD2	108
SD3	121
SD4	163
SD5	126

Maximum 150 points Plan; 180 points EEA

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I+NI Combo
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I- Small
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I- Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I- Medium
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I- Medium
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I- Large
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I- Medium
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I- Small
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I- Medium
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I- Medium
ES1	Escondido	11-Escondido, City of - 1	Hidden Valley Middle School SRTS Improvements	I- Small
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I+NI Combo
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I- Medium
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I- Medium
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I- Small
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I- Small
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I- Small
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I- Medium
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I- Medium
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I- Large
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I- Large
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I- Medium
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I- Large
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I- Medium
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I- Medium
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I- Small
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I- Large
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I- Small
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I- Medium

Total Project \$	Total ATP \$
\$8,998	\$8,098
\$3,072	\$2,327
\$18,845	\$9,762
\$3,810	\$3,010
\$4,818	\$4,818
\$16,104	\$10,843
\$6,800	\$5,984
\$1,380	\$1,245
\$5,157	\$2,457
\$4,292	\$3,092
\$2,256	\$2,206
\$3,491	\$3,491
\$8,085	\$8,004
\$4,891	\$4,890
\$2,582	\$2,580
\$3,290	\$3,288
\$3,494	\$2,944
\$9,588	\$2,072
\$6,373	\$2,248
\$14,278	\$12,118
\$68,596	\$4,614
\$8,800	\$7,995
\$88,131	\$3,818
\$9,530	\$5,172
\$9,345	\$6,344
\$2,019	\$1,799
\$13,929	\$12,765
\$2,599	\$2,044
\$5,944	\$4,755

2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8
0	10	16	18	16	4	3	2	10	8	0	10
5	5	16	16	16	1	6	8	8	10	0	8
9	10	16	18	18	10	4	8	18	10	0	10
10	8	16	18	18	10	4	6	10	10	0	10
9	8	12	18	18	10	4	5	20	10	0	10
6	10	10	16	18	8	4	8	20	10	4	10
10	10	16	18	16	12	6	8	16	10	6	10
8	8	18	16	18	6	6	5	8	5	6	0
5	8	16	16	18	10	6	8	12	6	0	0
8	8	16	16	16	1	4	8	16	2	6	0
5	10	15	18	18	1	6	10	18	10	0	10
5	8	16	18	18	10	1	10	13	8	6	10
10	10	18	16	18	8	5	8	11	8	6	10
10	10	18	16	18	8	5	8	11	8	6	10
10	8	18	18	18	1	4	8	10	8	6	8
7	6	16	15	18	1	5	10	12	10	6	10
2	10	15	18	18	1	5	8	12	10	0	10
10	5	16	18	18	1	4	8	20	8	6	10
10	10	15	18	18	8	2	10	14	8	6	10
10	10	18	18	18	6	2	8	17	2	6	5
10	8	16	16	18	8	6	10	10	10	0	10
0	0	16	18	18	8	5	10	8	8	6	8
10	8	18	10	18	12	4	10	6	9	0	10
10	10	15	18	18	10	4	8	8	8	0	0
0	0	12	15	18	10	6	8	18	10	3	10
1	3	14	16	18	1	4	7	16	5	6	0
3	5	18	18	18	8	5	10	18	8	0	0
2	4	8	10	16	1	2	5	14	8	0	8
2	8	9	16	16	10	5	5	16	5	0	6

	Subtotal
CO1	97
CO2	99
CV1	131
CV2	120
CV3	124
CV4	124
EC1	138
EN1	104
EN2	105
EN3	101
ES1	121
LG1	123
LG2	128
LG3	128
NC1	117
NC2	116
NC4	109
NC5	124
NC6	129
OC1	120
SAN3	122
SAN4	105
SAN5	115
SAN6	109
SAN7	110
SB1	91
SB2	111
SD6	78
VS1	98

Maximum 148 points

123NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CV5	Chula Vista	11-Chula Vista, City of-5	Chula Vista Trails Master Plan	NI - Plan
SD1	San Diego	11-San Diego, City of-1	City of San Diego Bicycle Master Plan Update	NI - Plan
SD2	San Diego	11-San Diego, City of-2	Mid-City Communities Comprehensive ATP	NI - Plan
SD3	San Diego	11-San Diego, City of-4	Southeastern SD Safe Routes to School	NI - Plan
SD4	San Diego	11_San Diego, City of-5	San Diego CicloSDias Pilot	NI - EEA
SD5	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	NI - Plan

Total Project \$	Total ATP \$ (1,000s)
\$500	\$500
\$975	\$750
\$975	\$750
\$563	\$563
\$500	\$500
\$1,500	\$1,500

2	3A	3B	4	5	6	7	8	9	10
24	22	7	22	14	N/A	N/A	11	N/A	17
25	27	8	27	15	N/A	N/A	13	N/A	16
26	27	8	27	15	N/A	N/A	13	N/A	17
26	27	7	28	15	N/A	N/A	14	N/A	19
19	21	7	21	13	14	10	12	5	6
24	25	7	24	14	N/A	N/A	15	N/A	15

Subtotal
117
131
133
136
128
124

Maximum 150 points Plan; 180 points EEA

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CO1	County	11-San Diego County-1	Stage Coach Lane Multi-Use Pathway	I+NI Combo
CO2	County	11-San Diego County-1	Casa de Oro Road Reconfiguration	I- Small
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	I- Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I- Medium
CV3	Chula Vista	11-Chula Vista, City of-3	Bayshore Bikeway Segment 6B	I- Medium
CV4	Chula Vista	11-Chula Vista, City of-4	F Street Promenade Phase 2, from Broadway to Fourth Avenue	I- Large
EC1	El Cajon	11-El Cajon, City of- 1	Main Street Green Street Phase 2 Roundabout	I- Medium
EN1	Encinitas	11-Encinitas, City of-1	North Vulcan Avenue Multi-Use Path	I- Small
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Boulevard Sidewalk Improvements	I- Medium
EN3	Encinitas	11-Encinitas, City of-3	La Costa Avenue Sidewalks	I- Medium
ES1	Escondido	11-Escondido, City of - 1	Hidden Valley Middle School SRTS Improvements	I- Small
LG1	Lemon Grove	11-Lemon Grove, City of-1	San Miguel Elementary SRTS	I+NI Combo
LG2	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	I- Medium
LG3	Lemon Grove	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	I- Medium
NC1	National City	11-National City, City of-1	Civic Center Protected Bikeway	I- Small
NC2	National City	11-National City, City of-2	22nd Street Separated Bikeway	I- Small
NC4	National City	11-National City, City of-4	Improving Active Transportation Connections to 8th Street Transit Station	I- Small
NC5	National City	11-National City, City of-2	Bayshore Bikeway Segment 5	I- Medium
NC6	National City	11-National City, City of-2	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	I- Medium
OC1	Oceanside	11-Oceanside-1	Coastal Rail Trail from Oceanside Blvd. to Morse Street	I- Large
SAN3	SANDAG	11-San Diego Association of Governments(SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	I- Large
SAN4	SANDAG	11-San Diego Association of Governments(SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	I- Medium
SAN5	SANDAG	11-San Diego Association of Governments(SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	I- Large
SAN6	SANDAG	11-San Diego Association of Governments(SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	I- Medium
SAN7	SANDAG	11-San Diego Association of Governments(SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	I- Medium
SB1	Solana Beach	11-Solana Beach, City of-1	Santa Helena Complete Streets Project	I- Small
SB2	Solana Beach	11-Solana Beach, City of-2	Lomas Santa Fe Complete Streets Project	I- Large
SD6	San Diego	11-San Diego, City of-1	Chollas Creek Oak Park Branch Trail	I- Small
VS1	Vista	11-Vista, City of-1	Emerald Drive Complete Street Project	I- Medium

Total Project \$	Total ATP \$
\$8,998	\$8,098
\$3,072	\$2,327
\$18,845	\$9,762
\$3,810	\$3,010
\$4,818	\$4,818
\$16,104	\$10,843
\$6,800	\$5,984
\$1,380	\$1,245
\$5,157	\$2,457
\$4,292	\$3,092
\$2,256	\$2,206
\$3,491	\$3,491
\$8,085	\$8,004
\$4,891	\$4,890
\$2,582	\$2,580
\$3,290	\$3,288
\$3,494	\$2,944
\$9,588	\$2,072
\$6,373	\$2,248
\$14,278	\$12,118
\$68,596	\$4,614
\$8,800	\$7,995
\$88,131	\$3,818
\$9,530	\$5,172
\$9,345	\$6,344
\$2,019	\$1,799
\$13,929	\$12,765
\$2,599	\$2,044
\$5,944	\$4,755

2C	2D	3A	3B	3C	3D	4A	4B	5	6	7	8
0	10	4	14	13	2	1	2	2	2	6	6
0	6	12	16	13	2	3	2	6	2	0	6
8	10	12	18	16	2	5	4	2	4	6	9
10	4	12	18	13	8	1	4	6	5	6	8
10	4	12	18	13	8	1	4	6	5	6	8
8	10	12	18	16	2	4	4	6	6	6	9
10	8	12	18	12	6	3	4	6	8	6	7
0	6	15	12	8	2	1	2	6	1	6	0
0	8	12	18	10	6	1	2	6	1	6	0
8	8	10	14	8	6	1	2	6	1	6	0
0	10	12	12	13	2	4	2	6	6	6	8
0	0	12	12	11	2	6	2	6	6	6	8
8	10	12	18	13	2	2	2	6	2	6	6
8	10	14	12	13	2	2	2	6	2	6	6
10	0	16	16	12	6	2	2	2	2	6	9
10	10	12	18	14	6	2	4	6	4	6	9
6	10	14	10	12	2	2	2	2	4	6	9
10	10	18	16	14	6	2	2	2	6	6	8
8	8	12	18	13	6	2	2	2	4	6	9
10	10	12	18	14	6	2	2	2	4	6	10
10	2	18	18	16	6	2	2	2	4	6	8
8	0	12	12	14	6	2	2	5	2	6	9
10	0	12	18	14	6	4	4	5	2	6	8
10	10	12	18	13	6	2	2	2	2	6	0
0	0	18	18	9	2	2	2	2	2	6	6
0	5	4	12	8	6	2	2	10	1	6	0
10	10	12	18	13	6	6	2	6	2	6	0
2	10	8	6	11	6	2	2	6	2	6	10
10	10	12	18	16	6	2	2	2	2	6	8

Subtotal
62
68
96
95
95
101
100
59
70
70
81
71
87
83
83
101
79
100
90
96
94
78
89
83
67
56
91
71
94

Maximum 148 points

2022 ATP Evaluation Workbook - Pop(2020)

				1	2	3	4
ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Pop_rate_2022	Acres	Pop_density
1	CO1 : 0 - 2640	CO1	0.5	CO10.5	1893.017947	487.3627532	3.884207267
2	CO1 : 2640 - 5280	CO1	1	CO11	6557.420773	1630.906466	4.020721551
3	CO1 : 5280 - 7920	CO1	1.5	CO11.5	11400.49681	2647.416221	4.306272933
4	CO2 : 0 - 2640	CO2	0.5	CO20.5	6192.161424	359.9420012	17.20321998
5	CO2 : 2640 - 5280	CO2	1	CO21	14036.57291	1154.083994	12.16252283
6	CO2 : 5280 - 7920	CO2	1.5	CO21.5	23005.58052	2298.502387	10.0089435
7	CV1 : 0 - 2640	CV1	0.5	CV10.5	8618.570855	134.4928631	64.08199405
8	CV1 : 2640 - 5280	CV1	1	CV11	25764.36734	456.4551847	56.44446203
9	CV1 : 5280 - 7920	CV1	1.5	CV11.5	26091.74107	690.0609083	37.81077982
10	CV2 : 0 - 2640	CV2	0.5	CV20.5	676.8821317	6.252062857	108.2654073
11	CV2 : 2640 - 5280	CV2	1	CV21	13722.64447	220.7046987	62.17649444
12	CV2 : 5280 - 7920	CV2	1.5	CV21.5	17211.30947	345.6259328	49.79750601
13	CV3 : 0 - 2640	CV3	0.5	CV30.5	3126.075706	43.31216233	72.17547078
14	CV3 : 2640 - 5280	CV3	1	CV31	17988.51379	337.8883934	53.23803404
15	CV3 : 5280 - 7920	CV3	1.5	CV31.5	30234.31259	641.3114136	47.14451038
16	CV4 : 0 - 2640	CV4	0.5	CV40.5	16472.99012	278.292144	59.19315539
17	CV4 : 2640 - 5280	CV4	1	CV41	33411.78723	746.74547	44.74320712
18	CV4 : 5280 - 7920	CV4	1.5	CV41.5	32683.33072	1144.474856	28.55749128
19	EC1 : 0 - 2640	EC1	0.5	EC10.5	7362.177359	139.4987241	52.77594765
20	EC1 : 2640 - 5280	EC1	1	EC11	19370.72635	487.3106917	39.7502593
21	EC1 : 5280 - 7920	EC1	1.5	EC11.5	30061.90365	977.348352	30.75863748
22	EN1 : 0 - 2640	EN1	0.5	EN10.5	6036.579495	355.3358391	16.98837784
23	EN1 : 2640 - 5280	EN1	1	EN11	10929.18221	719.1787946	15.19675259
24	EN1 : 5280 - 7920	EN1	1.5	EN11.5	15076.68846	1140.189372	13.22296877
25	EN2 : 0 - 2640	EN2	0.5	EN20.5	4437.598648	305.101942	14.54464242
26	EN2 : 2640 - 5280	EN2	1	EN21	9144.766907	715.9284824	12.77329668
27	EN2 : 5280 - 7920	EN2	1.5	EN21.5	9254.228638	709.9573783	13.03490733
28	EN3 : 0 - 2640	EN3	0.5	EN30.5	1515.513184	107.1005247	14.15038057
29	EN3 : 2640 - 5280	EN3	1	EN31	4838.08198	321.8700694	15.03116456
30	EN3 : 5280 - 7920	EN3	1.5	EN31.5	8368.102719	612.1314452	13.67043432
31	ES1 : 0 - 2640	ES1	0.5	ES10.5	4376.030564	315.8861458	13.85318926
32	ES1 : 2640 - 5280	ES1	1	ES11	18359.80064	1079.999239	16.99982738
33	ES1 : 5280 - 7920	ES1	1.5	ES11.5	28252.20277	1618.219159	17.45882355
34	LG1 : 0 - 2640	LG1	0.5	LG10.5	4610.712239	303.156361	15.20902357
35	LG1 : 2640 - 5280	LG1	1	LG11	14382.89629	822.0164727	17.49709011
36	LG1 : 5280 - 7920	LG1	1.5	LG11.5	22223.83542	1322.832259	16.80019162
37	LG2 : 0 - 2640	LG2	0.5	LG20.5	5155.484611	310.4148462	16.60836997
38	LG2 : 2640 - 5280	LG2	1	LG21	19452.91202	1093.64616	17.78720827
39	LG2 : 5280 - 7920	LG2	1.5	LG21.5	30763.38502	1798.036126	17.10943655
40	LG3 : 0 - 2640	LG3	0.5	LG30.5	5316.942044	258.3301752	20.58196275
41	LG3 : 2640 - 5280	LG3	1	LG31	16323.70222	836.1136332	19.52330589
42	LG3 : 5280 - 7920	LG3	1.5	LG31.5	22638.07364	1327.625086	17.0515561
43	NC1 : 0 - 2640	NC1	0.5	NC10.5	1658.92767	28.2751151	58.67094314
44	NC1 : 2640 - 5280	NC1	1	NC11	7148.562458	100.5938829	71.06359007
45	NC1 : 5280 - 7920	NC1	1.5	NC11.5	17495.27506	321.4097079	54.43293913
46	NC2 : 0 - 2640	NC2	0.5	NC20.5	9367.45837	144.7404805	64.71899458
47	NC2 : 2640 - 5280	NC2	1	NC21	18791.76341	382.4057002	49.14090819
48	NC2 : 5280 - 7920	NC2	1.5	NC21.5	22914.05355	499.0056644	45.91942573
49	NC3 : 0 - 2640	NC3	0.5	NC30.5	5895.802495	129.3107915	45.59404846
50	NC3 : 2640 - 5280	NC3	1	NC31	21523.15282	414.0998545	51.97575556
51	NC3 : 5280 - 7920	NC3	1.5	NC31.5	38987.5198	897.2285041	43.4532782
52	NC4 : 0 - 2640	NC4	0.5	NC40.5	7072.970418	126.6101621	55.86416053
53	NC4 : 2640 - 5280	NC4	1	NC41	22360.69505	417.1750503	53.60026931
54	NC4 : 5280 - 7920	NC4	1.5	NC41.5	37850.95509	776.4043536	48.75160077

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55	NC5 : 0 - 2640	NC5	0.5	NC50.5	1505.396516	23.78031919	63.30430234
56	NC5 : 2640 - 5280	NC5	1	NC51	11911.42458	173.2550115	68.75082273
57	NC5 : 5280 - 7920	NC5	1.5	NC51.5	26017.04871	505.4914274	51.46882282
58	NC6 : 0 - 2640	NC6	0.5	NC60.5	714.2573259	4.937074246	144.6721865
59	NC6 : 2640 - 5280	NC6	1	NC61	6594.453117	107.9584969	61.08322462
60	NC6 : 5280 - 7920	NC6	1.5	NC61.5	16065.60714	321.7215207	49.93637697
61	O1 : 0 - 2640	OC1	0.5	OC10.5	5205.235623	161.1124216	32.30809624
62	O1 : 2640 - 5280	OC1	1	OC11	12486.89823	503.2228433	24.81385413
63	O1 : 5280 - 7920	OC1	1.5	OC11.5	15089.16789	560.2535245	26.93274961
64	SAN2 : 0 - 2640	SAN2	0.5	SAN20.5	27243.52292	461.7050522	59.00633486
65	SAN2 : 2640 - 5280	SAN2	1	SAN21	63399.48383	1237.119862	51.24764849
66	SAN2 : 5280 - 7920	SAN2	1.5	SAN21.5	95800.655	1970.973765	48.60574845
67	SAN3 : 0 - 2640	SAN3	0.5	SAN30.5	58783.03136	1920.611742	30.60641049
68	SAN3 : 2640 - 5280	SAN3	1	SAN31	133886.3968	4085.762015	32.76901502
69	SAN3 : 5280 - 7920	SAN3	1.5	SAN31.5	193065.259	6042.99023	31.94863002
70	SAN4 : 0 - 2640	SAN4	0.5	SAN40.5	13765.96032	322.0918675	42.73923594
71	SAN4 : 2640 - 5280	SAN4	1	SAN41	30158.10396	805.1469995	37.4566433
72	SAN4 : 5280 - 7920	SAN4	1.5	SAN41.5	54614.44295	1313.006161	41.59496321
73	SAN5 : 0 - 2640	SAN5	0.5	SAN50.5	25558.77141	342.9024734	74.53656184
74	SAN5 : 2640 - 5280	SAN5	1	SAN51	53828.16983	957.5447954	56.21477981
75	SAN5 : 5280 - 7920	SAN5	1.5	SAN51.5	89691.0457	1624.078374	55.22581123
76	SAN6 : 0 - 2640	SAN6	0.5	SAN60.5	16871.56568	254.1973543	66.37191692
77	SAN6 : 2640 - 5280	SAN6	1	SAN61	28326.4675	491.1207354	57.6771972
78	SAN6 : 5280 - 7920	SAN6	1.5	SAN61.5	41737.14143	747.4466827	55.83962361
79	SAN7 : 0 - 2640	SAN7	0.5	SAN70.5	2832.494888	42.882493	66.05247713
80	SAN7 : 2640 - 5280	SAN7	1	SAN71	11523.33651	195.3565573	58.98617723
81	SAN7 : 5280 - 7920	SAN7	1.5	SAN71.5	34496.7168	406.7657073	84.80733795
82	SB1 : 0 - 2640	SB1	0.5	SB10.5	1343.546462	143.7953311	9.343463735
83	SB1 : 2640 - 5280	SB1	1	SB11	1931.359814	196.3354013	9.837043146
84	SB1 : 5280 - 7920	SB1	1.5	SB11.5	2823.649581	445.4806877	6.338433201
85	SB2 : 0 - 2640	SB2	0.5	SB20.5	5823.575088	551.25468	10.56421886
86	SB2 : 2640 - 5280	SB2	1	SB21	13648.93877	1475.913108	9.247792903
87	SB2 : 5280 - 7920	SB2	1.5	SB21.5	16119.95987	2105.816167	7.654970137
88	SD6 : 0 - 2640	SD6	0.5	SD60.5	5244.425287	185.8179974	28.22345176
89	SD6 : 2640 - 5280	SD6	1	SD61	26482.25047	803.0185406	32.97837986
90	SD6 : 5280 - 7920	SD6	1.5	SD61.5	67130.93997	2006.766214	33.45229728
91	V1 : 0 - 2640	VS1	0.5	VS10.5	9211.30563	378.7198342	24.32221605
92	V1 : 2640 - 5280	VS1	1	VS11	18667.0415	939.6695201	19.86553901
93	V1 : 5280 - 7920	VS1	1.5	VS11.5	29190.87818	1610.649305	18.12367105
Non-infrastructure/ Polygons							
94	CV5	CV5		CV5	269,499.17	9971.190861	27.02778126
95	SD1	SD1		SD1	1,364,715.94	53286.19544	25.61105986
96	SD2	SD2		SD2	139,337.39	3900.009554	35.72744841
97	SD3	SD3		SD3	142,078.35	5193.890716	27.3548987
98	SD4	SD4		SD4	1,364,715.94	53286.19544	25.61105986
99	SD5	SD5		SD5	590,281.25	17020.2138	34.68118915

2022 ATP Evaluation Workbook - Intersections

ObjectID	Name	UniqueID	Travelshed_ miles	Concatenate	Intersections_ count
1	CO1 : 0 - 2640	CO1	0.5	CO10.5	117
2	CO1 : 2640 - 5280	CO1	1	CO11	296
3	CO1 : 5280 - 7920	CO1	1.5	CO11.5	475
4	CO2 : 0 - 2640	CO2	0.5	CO20.5	111
5	CO2 : 2640 - 5280	CO2	1	CO21	285
6	CO2 : 5280 - 7920	CO2	1.5	CO21.5	533
7	CV1 : 0 - 2640	CV1	0.5	CV10.5	101
8	CV1 : 2640 - 5280	CV1	1	CV11	294
9	CV1 : 5280 - 7920	CV1	1.5	CV11.5	355
10	CV2 : 0 - 2640	CV2	0.5	CV20.5	12
11	CV2 : 2640 - 5280	CV2	1	CV21	151
12	CV2 : 5280 - 7920	CV2	1.5	CV21.5	206
13	CV3 : 0 - 2640	CV3	0.5	CV30.5	30
14	CV3 : 2640 - 5280	CV3	1	CV31	238
15	CV3 : 5280 - 7920	CV3	1.5	CV31.5	354
16	CV4 : 0 - 2640	CV4	0.5	CV40.5	188
17	CV4 : 2640 - 5280	CV4	1	CV41	397
18	CV4 : 5280 - 7920	CV4	1.5	CV41.5	462
19	EC1 : 0 - 2640	EC1	0.5	EC10.5	99
20	EC1 : 2640 - 5280	EC1	1	EC11	228
21	EC1 : 5280 - 7920	EC1	1.5	EC11.5	310
22	EN1 : 0 - 2640	EN1	0.5	EN10.5	161
23	EN1 : 2640 - 5280	EN1	1	EN11	279
24	EN1 : 5280 - 7920	EN1	1.5	EN11.5	440
25	EN2 : 0 - 2640	EN2	0.5	EN20.5	112
26	EN2 : 2640 - 5280	EN2	1	EN21	235
27	EN2 : 5280 - 7920	EN2	1.5	EN21.5	261
28	EN3 : 0 - 2640	EN3	0.5	EN30.5	60
29	EN3 : 2640 - 5280	EN3	1	EN31	113
30	EN3 : 5280 - 7920	EN3	1.5	EN31.5	207
31	ES1 : 0 - 2640	ES1	0.5	ES10.5	144
32	ES1 : 2640 - 5280	ES1	1	ES11	383
33	ES1 : 5280 - 7920	ES1	1.5	ES11.5	507
34	LG1 : 0 - 2640	LG1	0.5	LG10.5	85
35	LG1 : 2640 - 5280	LG1	1	LG11	276
36	LG1 : 5280 - 7920	LG1	1.5	LG11.5	460
37	LG2 : 0 - 2640	LG2	0.5	LG20.5	105
38	LG2 : 2640 - 5280	LG2	1	LG21	379
39	LG2 : 5280 - 7920	LG2	1.5	LG21.5	583
40	LG3 : 0 - 2640	LG3	0.5	LG30.5	109
41	LG3 : 2640 - 5280	LG3	1	LG31	322
42	LG3 : 5280 - 7920	LG3	1.5	LG31.5	411
43	NC1 : 0 - 2640	NC1	0.5	NC10.5	113
44	NC1 : 2640 - 5280	NC1	1	NC11	255

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45	NC1 : 5280 - 7920	NC1	1.5	NC11.5	394
46	NC2 : 0 - 2640	NC2	0.5	NC20.5	245
47	NC2 : 2640 - 5280	NC2	1	NC21	486
48	NC2 : 5280 - 7920	NC2	1.5	NC21.5	470
49	NC3 : 0 - 2640	NC3	0.5	NC30.5	200
50	NC3 : 2640 - 5280	NC3	1	NC31	484
51	NC3 : 5280 - 7920	NC3	1.5	NC31.5	773
52	NC4 : 0 - 2640	NC4	0.5	NC40.5	250
53	NC4 : 2640 - 5280	NC4	1	NC41	554
54	NC4 : 5280 - 7920	NC4	1.5	NC41.5	694
55	NC5 : 0 - 2640	NC5	0.5	NC50.5	121
56	NC5 : 2640 - 5280	NC5	1	NC51	378
57	NC5 : 5280 - 7920	NC5	1.5	NC51.5	666
58	NC6 : 0 - 2640	NC6	0.5	NC60.5	34
59	NC6 : 2640 - 5280	NC6	1	NC61	255
60	NC6 : 5280 - 7920	NC6	1.5	NC61.5	411
61	O1 : 0 - 2640	OC1	0.5	OC10.5	184
62	O1 : 2640 - 5280	OC1	1	OC11	385
63	O1 : 5280 - 7920	OC1	1.5	OC11.5	431
64	SAN2 : 0 - 2640	SAN2	0.5	SAN20.5	406
65	SAN2 : 2640 - 5280	SAN2	1	SAN21	946
66	SAN2 : 5280 - 7920	SAN2	1.5	SAN21.5	1474
67	SAN3 : 0 - 2640	SAN3	0.5	SAN30.5	829
68	SAN3 : 2640 - 5280	SAN3	1	SAN31	1924
69	SAN3 : 5280 - 7920	SAN3	1.5	SAN31.5	3057
70	SAN4 : 0 - 2640	SAN4	0.5	SAN40.5	424
71	SAN4 : 2640 - 5280	SAN4	1	SAN41	869
72	SAN4 : 5280 - 7920	SAN4	1.5	SAN41.5	1323
73	SAN5 : 0 - 2640	SAN5	0.5	SAN50.5	565
74	SAN5 : 2640 - 5280	SAN5	1	SAN51	1214
75	SAN5 : 5280 - 7920	SAN5	1.5	SAN51.5	1823
76	SAN6 : 0 - 2640	SAN6	0.5	SAN60.5	212
77	SAN6 : 2640 - 5280	SAN6	1	SAN61	482
78	SAN6 : 5280 - 7920	SAN6	1.5	SAN61.5	728
79	SAN7 : 0 - 2640	SAN7	0.5	SAN70.5	94
80	SAN7 : 2640 - 5280	SAN7	1	SAN71	262
81	SAN7 : 5280 - 7920	SAN7	1.5	SAN71.5	496
82	SB1 : 0 - 2640	SB1	0.5	SB10.5	37
83	SB1 : 2640 - 5280	SB1	1	SB11	52
84	SB1 : 5280 - 7920	SB1	1.5	SB11.5	103
85	SB2 : 0 - 2640	SB2	0.5	SB20.5	181
86	SB2 : 2640 - 5280	SB2	1	SB21	367
87	SB2 : 5280 - 7920	SB2	1.5	SB21.5	457
88	SD6 : 0 - 2640	SD6	0.5	SD60.5	98
89	SD6 : 2640 - 5280	SD6	1	SD61	379
90	SD6 : 5280 - 7920	SD6	1.5	SD61.5	1034
91	V1 : 0 - 2640	VS1	0.5	VS10.5	158

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92	V1 : 2640 - 5280	VS1	1	VS11	366
93	V1 : 5280 - 7920	VS1	1.5	VS11.5	591
Non-infrastructure/ Polygons					
94	CV5	CV5		CV5	4328
95	SD1	SD1		SD1	25019
96	SD2	SD2		SD2	2212
97	SD3	SD3		SD3	2655
98	SD4	SD4		SD4	25019
99	SD5	SD5		SD5	9569

2022 ATP Evaluation Workbook - Emp (2020)

<div>1234</div>						
OBJECTID	UniqueID	Travelshed_miles	Concatenate	Jobs_2020	Acres	Employ_density
1	CO1	0.5	CO10.5	846	1457.571612	0.580417451
2	CO1	1	CO11	1139	2362.508136	0.482114742
3	CO1	1.5	CO11.5	2477	3846.121329	0.644025445
4	CO2	0.5	CO20.5	990	683.46637	337.86021
5	CO2	1	CO21	3134	1837.656611	1523.723604
6	CO2	1.5	CO21.5	3935	3313.665725	1412.962211
7	CV1	0.5	CV10.5	2469	214.4714641	11.51202101
8	CV1	1	CV11	8237	548.2248059	15.02485825
9	CV1	1.5	CV11.5	11327	973.3097684	11.63761052
10	CV2	0.5	CV20.5	683	47.15092769	14.48539898
11	CV2	1	CV21	3410	312.9144011	10.89754894
12	CV2	1.5	CV21.5	7113	497.275802	14.30393349
13	CV3	0.5	CV30.5	1197	79.61069894	15.03566752
14	CV3	1	CV31	6060	450.6740145	13.44652632
15	CV3	1.5	CV31.5	10407	808.2260297	12.87634847
16	CV4	0.5	CV40.5	6745	349.40732	19.30411761
17	CV4	1	CV41	12383	1021.002517	12.12827568
18	CV4	1.5	CV41.5	9305	1341.945464	6.933962854
19	EC1	0.5	EC10.5	2605	179.4176223	14.5191981
20	EC1	1	EC11	7344	702.3944345	10.45566371
21	EC1	1.5	EC11.5	9202	1476.145426	6.233803146
22	EN1	0.5	EN10.5	1349	499.7572285	2.699310631
23	EN1	1	EN11	2319	878.204852	2.640613969
24	EN1	1.5	EN11.5	4393	1313.090378	3.345542756
25	EN2	0.5	EN20.5	1006	404.3758854	2.487784352
26	EN2	1	EN21	2310	952.1470441	2.426095858
27	EN2	1.5	EN21.5	3014	1024.304924	2.942483171
28	EN3	0.5	EN30.5	344	236.5835833	1.454031574
29	EN3	1	EN31	761	512.7030837	1.484289883
30	EN3	1.5	EN31.5	1987	741.8662582	2.678380339
31	ES1	0.5	ES10.5	740	600.0015339	1.23333018
32	ES1	1	ES11	1835	1465.375597	1.252238678
33	ES1	1.5	ES11.5	2611	2330.511928	1.120354704
34	LG1	0.5	LG10.5	653	509.6820443	1.281190906
35	LG1	1	LG11	2731	1186.127306	2.302450998
36	LG1	1.5	LG11.5	4339	2052.449197	2.114059635
37	LG2	0.5	LG20.5	800	543.6989135	1.471402609
38	LG2	1	LG21	2600	1480.09816	1.756640249
39	LG2	1.5	LG21.5	5210	2448.614824	2.127733586
40	LG3	0.5	LG30.5	962	397.0928395	2.42260727
41	LG3	1	LG31	3723	1220.019722	3.051590014
42	LG3	1.5	LG31.5	5022	1955.766443	2.567791271
43	NC1	0.5	NC10.5	2596	30.51055805	85.0853005
44	NC1	1	NC11	3204	129.8336983	24.67772267
45	NC1	1.5	NC11.5	4148	417.6828474	9.930979992
46	NC2	0.5	NC20.5	3538	161.9538299	21.84573222
47	NC2	1	NC21	6081	405.5150725	14.99574347

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48	NC2	1.5	NC21.5	6225	613.4984894	10.14672425
49	NC3	0.5	NC30.5	2552	158.3445329	16.11675473
50	NC3	1	NC31	6961	541.3342928	12.85896736
51	NC3	1.5	NC31.5	10289	1075.147157	9.569852776
52	NC4	0.5	NC40.5	2424	158.4397781	15.29918831
53	NC4	1	NC41	6651	519.7045848	12.79765504
54	NC4	1.5	NC41.5	7807	946.1531347	8.251307018
55	NC5	0.5	NC50.5	2577	25.53674697	100.9134015
56	NC5	1	NC51	5360	200.8549558	26.68592358
57	NC5	1.5	NC51.5	7696	612.5476921	12.56391967
58	NC6	0.5	NC60.5	473	6.325915682	74.77178384
59	NC6	1	NC61	3606	122.8057345	29.36344964
60	NC6	1.5	NC61.5	4341	433.6869547	10.00952404
61	OC1	0.5	OC10.5	1589	219.7892654	7.229652446
62	OC1	1	OC11	2208	617.3551509	3.576547465
63	OC1	1.5	OC11.5	3287	736.8594723	4.460823432
64	SAN2	0.5	SAN20.5	3997	654.7836815	6.104306068
65	SAN2	1	SAN21	8073	1420.502976	5.683198229
66	SAN2	1.5	SAN21.5	14866	2257.146545	6.58619177
67	SAN3	0.5	SAN30.5	16567	2424.99235	6.831774129
68	SAN3	1	SAN31	27868	4727.809437	5.894484617
69	SAN3	1.5	SAN31.5	38719	6759.89536	5.727751383
70	SAN4	0.5	SAN40.5	14334	430.7865337	33.27402061
71	SAN4	1	SAN41	22651	917.7005026	24.68234455
72	SAN4	1.5	SAN41.5	36090	1493.60839	24.16296014
73	SAN5	0.5	SAN50.5	19030	441.8698228	43.06698267
74	SAN5	1	SAN51	40772	1143.71333	35.64879322
75	SAN5	1.5	SAN51.5	71156	1797.215428	39.59235987
76	SAN6	0.5	SAN60.5	4012	327.759544	12.24068093
77	SAN6	1	SAN61	14306	629.8845323	22.71209923
78	SAN6	1.5	SAN61.5	19540	947.2286638	20.62859872
79	SAN7	0.5	SAN70.5	1791	61.85395159	28.95530445
80	SAN7	1	SAN71	3922	214.9233701	18.24836451
81	SAN7	1.5	SAN71.5	8736	497.6667738	17.55391451
82	SB1	0.5	SB10.5	150	184.4211277	0.813355833
83	SB1	1	SB11	172	282.3274588	0.609221649
84	SB1	1.5	SB11.5	663	821.5159254	0.80704461
85	SB2	0.5	SB20.5	3166	774.318093	4.088758908
86	SB2	1	SB21	4219	1872.252781	2.253435029
87	SB2	1.5	SB21.5	4823	2461.716969	1.959201671
88	SD6	0.5	SD60.5	1275	388.5298363	3.281601259
89	SD6	1	SD61	3500	1178.738707	2.969275531
90	SD6	1.5	SD61.5	9161	2434.170202	3.763500182
91	VS1	0.5	VS10.5	836	526.3522326	1.588290024
92	VS1	1	VS11	3244	1377.77342	2.354523576
93	VS1	1.5	VS11.5	4161	2064.423011	2.015575286
Non-infrastructure/ Polygons						
94	CV5		CV5	38216	10574.51269	3.613972683
95	SD1		SD1	259814	53412.04128	4.864333843
96	SD2		SD2	15686	3900.009554	4.022041429

2022 ATP Evaluation Workbook - Emp (2020)

97	SD3		SD3	20123	5263.86629	3.822855462
98	SD4		SD4	259814	53412.04128	4.864333843
99	SD5		SD5	126,706.00	17,080.85	7.418014263

2022 ATP Evaluation Workbook - ActivityCenters

				¹	²
ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Activity_Centers
1	CO1 : 0 - 2640	CO1	0.5	CO10.5	15
2	CO1 : 2640 - 5280	CO1	1	CO11	38
3	CO1 : 5280 - 7920	CO1	1.5	CO11.5	90
4	CO2 : 0 - 2640	CO2	0.5	CO20.5	106
5	CO2 : 2640 - 5280	CO2	1	CO21	164
6	CO2 : 5280 - 7920	CO2	1.5	CO21.5	136
7	CV1 : 0 - 2640	CV1	0.5	CV10.5	114
8	CV1 : 2640 - 5280	CV1	1	CV11	348
9	CV1 : 5280 - 7920	CV1	1.5	CV11.5	317
10	CV2 : 0 - 2640	CV2	0.5	CV20.5	24
11	CV2 : 2640 - 5280	CV2	1	CV21	132
12	CV2 : 5280 - 7920	CV2	1.5	CV21.5	251
13	CV3 : 0 - 2640	CV3	0.5	CV30.5	34
14	CV3 : 2640 - 5280	CV3	1	CV31	203
15	CV3 : 5280 - 7920	CV3	1.5	CV31.5	374
16	CV4 : 0 - 2640	CV4	0.5	CV40.5	287
17	CV4 : 2640 - 5280	CV4	1	CV41	421
18	CV4 : 5280 - 7920	CV4	1.5	CV41.5	227
19	EC1 : 0 - 2640	EC1	0.5	EC10.5	183
20	EC1 : 2640 - 5280	EC1	1	EC11	270
21	EC1 : 5280 - 7920	EC1	1.5	EC11.5	155
22	EN1 : 0 - 2640	EN1	0.5	EN10.5	71
23	EN1 : 2640 - 5280	EN1	1	EN11	155
24	EN1 : 5280 - 7920	EN1	1.5	EN11.5	240
25	EN2 : 0 - 2640	EN2	0.5	EN20.5	53
26	EN2 : 2640 - 5280	EN2	1	EN21	114
27	EN2 : 5280 - 7920	EN2	1.5	EN21.5	137
28	EN3 : 0 - 2640	EN3	0.5	EN30.5	20
29	EN3 : 2640 - 5280	EN3	1	EN31	59
30	EN3 : 5280 - 7920	EN3	1.5	EN31.5	105
31	ES1 : 0 - 2640	ES1	0.5	ES10.5	20
32	ES1 : 2640 - 5280	ES1	1	ES11	99
33	ES1 : 5280 - 7920	ES1	1.5	ES11.5	175
34	LG1 : 0 - 2640	LG1	0.5	LG10.5	6
35	LG1 : 2640 - 5280	LG1	1	LG11	152
36	LG1 : 5280 - 7920	LG1	1.5	LG11.5	337
37	LG2 : 0 - 2640	LG2	0.5	LG20.5	19
38	LG2 : 2640 - 5280	LG2	1	LG21	192
39	LG2 : 5280 - 7920	LG2	1.5	LG21.5	375
40	LG3 : 0 - 2640	LG3	0.5	LG30.5	67
41	LG3 : 2640 - 5280	LG3	1	LG31	271

2022 ATP Evaluation Workbook - ActivityCenters

42	LG3 : 5280 - 7920	LG3	1.5	LG31.5	219
43	NC1 : 0 - 2640	NC1	0.5	NC10.5	75
44	NC1 : 2640 - 5280	NC1	1	NC11	238
45	NC1 : 5280 - 7920	NC1	1.5	NC11.5	255
46	NC2 : 0 - 2640	NC2	0.5	NC20.5	127
47	NC2 : 2640 - 5280	NC2	1	NC21	329
48	NC2 : 5280 - 7920	NC2	1.5	NC21.5	434
49	NC3 : 0 - 2640	NC3	0.5	NC30.5	94
50	NC3 : 2640 - 5280	NC3	1	NC31	356
51	NC3 : 5280 - 7920	NC3	1.5	NC31.5	690
52	NC4 : 0 - 2640	NC4	0.5	NC40.5	183
53	NC4 : 2640 - 5280	NC4	1	NC41	355
54	NC4 : 5280 - 7920	NC4	1.5	NC41.5	421
55	NC5 : 0 - 2640	NC5	0.5	NC50.5	64
56	NC5 : 2640 - 5280	NC5	1	NC51	264
57	NC5 : 5280 - 7920	NC5	1.5	NC51.5	513
58	NC6 : 0 - 2640	NC6	0.5	NC60.5	39
59	NC6 : 2640 - 5280	NC6	1	NC61	254
60	NC6 : 5280 - 7920	NC6	1.5	NC61.5	270
61	O1 : 0 - 2640	OC1	0.5	OC10.5	145
62	O1 : 2640 - 5280	OC1	1	OC11	260
63	O1 : 5280 - 7920	OC1	1.5	OC11.5	330
64	SAN2 : 0 - 2640	SAN2	0.5	SAN20.5	270
65	SAN2 : 2640 - 5280	SAN2	1	SAN21	596
66	SAN2 : 5280 - 7920	SAN2	1.5	SAN21.5	963
67	SAN3 : 0 - 2640	SAN3	0.5	SAN30.5	533
68	SAN3 : 2640 - 5280	SAN3	1	SAN31	1163
69	SAN3 : 5280 - 7920	SAN3	1.5	SAN31.5	1725
70	SAN4 : 0 - 2640	SAN4	0.5	SAN40.5	422
71	SAN4 : 2640 - 5280	SAN4	1	SAN41	650
72	SAN4 : 5280 - 7920	SAN4	1.5	SAN41.5	857
73	SAN5 : 0 - 2640	SAN5	0.5	SAN50.5	511
74	SAN5 : 2640 - 5280	SAN5	1	SAN51	983
75	SAN5 : 5280 - 7920	SAN5	1.5	SAN51.5	1554
76	SAN6 : 0 - 2640	SAN6	0.5	SAN60.5	133
77	SAN6 : 2640 - 5280	SAN6	1	SAN61	467
78	SAN6 : 5280 - 7920	SAN6	1.5	SAN61.5	635
79	SAN7 : 0 - 2640	SAN7	0.5	SAN70.5	108
80	SAN7 : 2640 - 5280	SAN7	1	SAN71	258
81	SAN7 : 5280 - 7920	SAN7	1.5	SAN71.5	433
82	SB1 : 0 - 2640	SB1	0.5	SB10.5	2
83	SB1 : 2640 - 5280	SB1	1	SB11	7
84	SB1 : 5280 - 7920	SB1	1.5	SB11.5	39
85	SB2 : 0 - 2640	SB2	0.5	SB20.5	146
86	SB2 : 2640 - 5280	SB2	1	SB21	202

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87	SB2 : 5280 - 7920	SB2	1.5	SB21.5	299
88	SD6 : 0 - 2640	SD6	0.5	SD60.5	37
89	SD6 : 2640 - 5280	SD6	1	SD61	153
90	SD6 : 5280 - 7920	SD6	1.5	SD61.5	498
91	V1 : 0 - 2640	VS1	0.5	VS10.5	63
92	V1 : 2640 - 5280	VS1	1	VS11	125
93	V1 : 5280 - 7920	VS1	1.5	VS11.5	211
Non-infrastructure/ Polygons					
94	CV5	CV5		CV5	1321
95	SD1	SD1		SD1	26737
96	SD2	SD2		SD2	4482
97	SD3	SD3		SD3	4261
98	SD4	SD4		SD4	26737
99	SD5	SD5		SD5	17039

2022 ATP Evaluation Workbook - ZeroCarHouseholds

				1	2	3	4
OBJECTID	Name	UniqueID	Travelshed_miles	Concatenate	Total_hh	hh_zero_car	pct_zerocar_hh
1	CO1 : 0 - 2640	CO1	0.5	CO10.5	349	8	0.151004426
2	CO1 : 2640 - 5280	CO1	1	CO11	2242	26	0.502312373
3	CO1 : 5280 - 7920	CO1	1.5	CO11.5	3844	82	1.24517332
4	CO2 : 0 - 2640	CO2	0.5	CO20.5	2051	122	1.159281
5	CO2 : 2640 - 5280	CO2	1	CO21	5077	233	2.919991
6	CO2 : 5280 - 7920	CO2	1.5	CO21.5	7667	288	4.236076
7	CV1 : 0 - 2640	CV1	0.5	CV10.5	4188	1118	6.081057063
8	CV1 : 2640 - 5280	CV1	1	CV11	11612	2744	14.22584075
9	CV1 : 5280 - 7920	CV1	1.5	CV11.5	10178	1602	11.46156516
10	CV2 : 0 - 2640	CV2	0.5	CV20.5	797	194	0.844784003
11	CV2 : 2640 - 5280	CV2	1	CV21	5652	1435	6.698711884
12	CV2 : 5280 - 7920	CV2	1.5	CV21.5	7760	1686	9.277147025
13	CV3 : 0 - 2640	CV3	0.5	CV30.5	2345	661	2.354881305
14	CV3 : 2640 - 5280	CV3	1	CV31	8310	2182	9.982830065
15	CV3 : 5280 - 7920	CV3	1.5	CV31.5	12197	2318	15.17430582
16	CV4 : 0 - 2640	CV4	0.5	CV40.5	8020	1950	10.75361
17	CV4 : 2640 - 5280	CV4	1	CV41	14797	3136	17.746581
18	CV4 : 5280 - 7920	CV4	1.5	CV41.5	12496	1706	11.196576
19	EC1 : 0 - 2640	EC1	0.5	EC10.5	2823	514	5.035351616
20	EC1 : 2640 - 5280	EC1	1	EC11	9146	1677	15.47644771
21	EC1 : 5280 - 7920	EC1	1.5	EC11.5	11465	1933	13.34581412
22	EN1 : 0 - 2640	EN1	0.5	EN10.5	2803	145	2.71499232
23	EN1 : 2640 - 5280	EN1	1	EN11	4883	215	4.502516749
24	EN1 : 5280 - 7920	EN1	1.5	EN11.5	6826	294	7.875703476
25	EN2 : 0 - 2640	EN2	0.5	EN20.5	2071	103	2.165423087
26	EN2 : 2640 - 5280	EN2	1	EN21	3762	159	3.885586849
27	EN2 : 5280 - 7920	EN2	1.5	EN21.5	4264	205	4.626840713
28	EN3 : 0 - 2640	EN3	0.5	EN30.5	510	15	0.24621978
29	EN3 : 2640 - 5280	EN3	1	EN31	1920	84	1.194324036
30	EN3 : 5280 - 7920	EN3	1.5	EN31.5	3883	147	2.104836631
31	ES1 : 0 - 2640	ES1	0.5	ES10.5	1320	59	1.481358179
32	ES1 : 2640 - 5280	ES1	1	ES11	6255	487	4.129256554
33	ES1 : 5280 - 7920	ES1	1.5	ES11.5	8965	657	5.176046141
34	LG1 : 0 - 2640	LG1	0.5	LG10.5	1645	83	1.393316477
35	LG1 : 2640 - 5280	LG1	1	LG11	4904	333	5.823227375
36	LG1 : 5280 - 7920	LG1	1.5	LG11.5	8415	635	10.40559243
37	LG2 : 0 - 2640	LG2	0.5	LG20.5	1525	71	1.203120604
38	LG2 : 2640 - 5280	LG2	1	LG21	6898	501	9.017431487
39	LG2 : 5280 - 7920	LG2	1.5	LG21.5	11472	865	13.69844086
40	LG3 : 0 - 2640	LG3	0.5	LG30.5	1802	146	2.358526594
41	LG3 : 2640 - 5280	LG3	1	LG31	6558	640	10.53166051
42	LG3 : 5280 - 7920	LG3	1.5	LG31.5	7958	536	8.023662312
43	NC1 : 0 - 2640	NC1	0.5	NC10.5	1365	327	8.13742145
44	NC1 : 2640 - 5280	NC1	1	NC11	10432	2287	19.92512658
45	NC1 : 5280 - 7920	NC1	1.5	NC11.5	9570	1569	25.33777755
46	NC2 : 0 - 2640	NC2	0.5	NC20.5	3637	778	13.5151959
47	NC2 : 2640 - 5280	NC2	1	NC21	9081	2033	32.21426114
48	NC2 : 5280 - 7920	NC2	1.5	NC21.5	15102	2816	31.28827337
49	NC3 : 0 - 2640	NC3	0.5	NC30.5	2249	395	9.06611084
50	NC3 : 2640 - 5280	NC3	1	NC31	8236	1589	26.53762356
51	NC3 : 5280 - 7920	NC3	1.5	NC31.5	16304	2997	43.97524099
52	NC4 : 0 - 2640	NC4	0.5	NC40.5	3890	858	15.75649086
53	NC4 : 2640 - 5280	NC4	1	NC41	23810	4310	35.48217426
54	NC4 : 5280 - 7920	NC4	1.5	NC41.5	30106	4740	35.3383295

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55	NC5 : 0 - 2640	NC5	0.5	NC50.5	909	156	5.999519569
56	NC5 : 2640 - 5280	NC5	1	NC51	11203	2338	22.63731037
57	NC5 : 5280 - 7920	NC5	1.5	NC51.5	19317	3483	43.83097596
58	NC6 : 0 - 2640	NC6	0.5	NC60.5	5618	1074	2.51041652
59	NC6 : 2640 - 5280	NC6	1	NC61	4314	1005	20.51577982
60	NC6 : 5280 - 7920	NC6	1.5	NC61.5	18961	3019	25.60956763
61	O1 : 0 - 2640	OC1	0.5	OC10.5	2517	222	4.753334356
62	O1 : 2640 - 5280	OC1	1	OC11	5786	474	10.64654068
63	O1 : 5280 - 7920	OC1	1.5	OC11.5	7492	872	15.49954371
67	SAN2 : 0 - 2640	SAN2	0.5	SAN20.5	10949	1992	21.64516793
68	SAN2 : 2640 - 5280	SAN2	1	SAN21	25400	4487	44.2929572
69	SAN2 : 5280 - 7920	SAN2	1.5	SAN21.5	40160	6991	64.92381021
70	SAN3 : 0 - 2640	SAN3	0.5	SAN30.5	19668	2166	22.01855
71	SAN3 : 2640 - 5280	SAN3	1	SAN31	47848	6589	66.683239
72	SAN3 : 5280 - 7920	SAN3	1.5	SAN31.5	69189	9577	101.267008
73	SAN4 : 0 - 2640	SAN4	0.5	SAN40.5	13546	2494	21.34313664
74	SAN4 : 2640 - 5280	SAN4	1	SAN41	30619	5478	38.45268485
75	SAN4 : 5280 - 7920	SAN4	1.5	SAN41.5	42562	7175	55.0077825
76	SAN5 : 0 - 2640	SAN5	0.5	SAN50.5	29810	6923	50.38695781
77	SAN5 : 2640 - 5280	SAN5	1	SAN51	51875	13843	94.10189293
78	SAN5 : 5280 - 7920	SAN5	1.5	SAN51.5	77270	24407	156.8998535
79	SAN6 : 0 - 2640	SAN6	0.5	SAN60.5	8716	1568	10.27733326
80	SAN6 : 2640 - 5280	SAN6	1	SAN61	15844	2692	23.80294533
81	SAN6 : 5280 - 7920	SAN6	1.5	SAN61.5	23817	3680	31.84483222
82	SAN7 : 0 - 2640	SAN7	0.5	SAN70.5	2164	273	3.594618501
83	SAN7 : 2640 - 5280	SAN7	1	SAN71	8509	1185	11.12853495
84	SAN7 : 5280 - 7920	SAN7	1.5	SAN71.5	34790	10783	43.731849
85	SB1 : 0 - 2640	SB1	0.5	SB10.5	514	8	0.320941558
86	SB1 : 2640 - 5280	SB1	1	SB11	694	11	0.474645262
87	SB1 : 5280 - 7920	SB1	1.5	SB11.5	1446	51	1.525765773
88	SB2 : 0 - 2640	SB2	0.5	SB20.5	2679	106	3.66856
89	SB2 : 2640 - 5280	SB2	1	SB21	6460	269	7.014873
90	SB2 : 5280 - 7920	SB2	1.5	SB21.5	7531	311	8.209825
91	SD6 : 0 - 2640	SD6	0.5	SD60.5	1589	140	1.589836819
92	SD6 : 2640 - 5280	SD6	1	SD61	9246	1519	13.44931448
93	SD6 : 5280 - 7920	SD6	1.5	SD61.5	26316	4410	38.46494371
94	V1 : 0 - 2640	VS1	0.5	VS10.5	2709	126	1.606852764
95	V1 : 2640 - 5280	VS1	1	VS11	5566	252	3.030857655
96	V1 : 5280 - 7920	VS1	1.5	VS11.5	9540	473	4.65185255
Non-infrastructure/ Polygons							
94	CV5	CV5		CV5	91578	7976	45.882129
95	SD1	SD1		SD1	680913	93348	585.221941
96	SD2	SD2		SD2	55341	8677	82.971119
97	SD3	SD3		SD3	49878	5323	66.255039
98	SD4	SD4		SD4	680913	93348	585.221941
99	SD5	SD5		SD5	286021	60649	426.457491

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
NON-INFRASTRUCTURE PROJECTS					Criteria 1			4.00	max. points per category			Final Score = sum of scores for each category														
Unique ID					Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE
					Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	
CV5					269,499	3	2.4	27.02778126	2	1.6	4328	3	2.4	38216	3	2.4	3.613972683	1	0.8	1321	1	0.8	45.88	1	0.8	11.2
SD1					1,364,716	5	4.0	25.61105986	1	0.8	25019	5	4.0	259814	5	4.0	4.864333843	4	3.2	26737	5	4.0	585.22	5	4.0	24.0
SD2					139,337	1	0.8	35.72744841	5	4.0	2212	1	0.8	15686	1	0.8	4.022041429	3	2.4	4482	3	2.4	82.97	3	2.4	13.6
SD3					142,078	2	1.6	27.3548987	3	2.4	2655	2	1.6	20123	2	1.6	3.822855462	2	1.6	4261	2	1.6	66.26	2	1.6	12.0
SD5					590,281	4	3.2	34.68118915	4	3.2	9569	4	3.2	126706	4	3.2	7.418014263	5	4.0	17039	4	3.2	426.46	4	3.2	23.2

INFRASTRUCTURE PROJECTS					Criteria 1			2.00	max. points per category												Final Score = sum of scores for each category								
					Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE			
Unique ID	Bicycle Transportation (1 mile buffer)	Pedestrian Transportation (0.5 mile buffer)	Buffer Extent (miles)	CONCATENATE	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score				
CO1	Yes	Yes	1	CO11	6,557	3	0.2	4.02	1	0.1	296	14	1.0	1,139	3	0.2	0.48	1	0.1	38	2	0.1	0.50	2	0.1	1.8			
CO2	Yes	Yes	1	CO21	14,037	13	0.9	12.16	4	0.3	285	12	0.8	3,134	10	0.7	1,523.72	29	2.0	164	11	0.8	2.92	4	0.3	5.7			
CV1	Yes	Yes	1	CV11	25,764	23	1.6	56.44	23	1.6	294	13	0.9	8,237	24	1.7	15.02	21	1.4	348	23	1.6	14.23	18	1.2	10.0			
CV2	Yes	Yes	1	CV21	13,723	12	0.8	62.18	27	1.9	151	3	0.2	3,410	13	0.9	10.90	16	1.1	132	7	0.5	6.70	10	0.7	6.1			
CV3	Yes	Yes	1	CV31	17,989	16	1.1	53.24	20	1.4	238	6	0.4	6,060	20	1.4	13.45	19	1.3	203	14	1.0	9.98	13	0.9	7.4			
CV4	Yes	Yes	1	CV41	33,412	27	1.9	44.74	18	1.2	397	23	1.6	12,383	25	1.7	12.13	17	1.2	421	25	1.7	17.75	20	1.4	10.7			
EC1	Yes	Yes	1	EC11	19,371	20	1.4	39.75	17	1.2	228	4	0.3	7,344	23	1.6	10.46	15	1.0	270	20	1.4	15.48	19	1.3	8.1			
EN1	Yes	Yes	1	EN11	10,929	7	0.5	15.20	7	0.5	279	11	0.8	2,319	7	0.5	2.64	10	0.7	155	10	0.7	4.50	8	0.6	4.1			
EN2	Yes	Yes	1	EN21	9,145	6	0.4	12.77	5	0.3	235	5	0.3	2,310	6	0.4	2.43	9	0.6	114	5	0.3	3.89	6	0.4	2.9			
EN3	Yes	Yes	1	EN31	4,838	2	0.1	15.03	6	0.4	113	2	0.1	761	2	0.1	1.48	4	0.3	59	3	0.2	1.19	3	0.2	1.5			
ES1	Yes	Yes	1	ES11	18,360	17	1.2	17.00	8	0.6	383	21	1.4	1,835	4	0.3	1.25	3	0.2	99	4	0.3	4.13	7	0.5	4.4			
LG1	Yes	Yes	1	LG11	14,383	14	1.0	17.50	9	0.6	276	10	0.7	2,731	9	0.6	2.30	7	0.5	152	8	0.6	5.82	9	0.6	4.6			
LG2	Yes	Yes	1	LG21	19,453	21	1.4	17.79	10	0.7	379	19	1.3	2,600	8	0.6	1.76	5	0.3	192	12	0.8	9.02	12	0.8	6.0			
LG3	Yes	Yes	1	LG31	16,324	15	1.0	19.52	11	0.8	322	15	1.0	3,723	16	1.1	3.05	12	0.8	271	21	1.4	10.53	14	1.0	7.2			
NC1	Yes	Yes	1	NC11	7,149	5	0.3	71.06	29	2.0	255	7	0.5	3,204	11	0.8	24.68	24	1.7	238	15	1.0	19.93	21	1.4	7.7			
NC2	Yes	Yes	1	NC21	18,792	19	1.3	49.14	19	1.3	486	25	1.7	6,081	21	1.4	15.00	20	1.4	329	22	1.5	32.21	25	1.7	10.4			
NC4	Yes	Yes	1	NC41	22,361	22	1.5	53.60	21	1.4	554	26	1.8	6,651	22	1.5	12.80	18	1.2	355	24	1.7	35.48	26	1.8	11.0			
NC5	Yes	Yes	1	NC51	11,911	9	0.6	68.75	28	1.9	378	18	1.2	5,360	19	1.3	26.69	26	1.8	264	19	1.3	22.64	23	1.6	9.8			
NC6	Yes	Yes	1	NC61	6,594	4	0.3	61.08	26	1.8	255	7	0.5	3,606	15	1.0	29.36	27	1.9	254	16	1.1	20.52	22	1.5	8.1			
OC1	Yes	Yes	1	OC11	12,487	10	0.7	24.81	13	0.9	385	22	1.5	2,208	5	0.3	3.58	13	0.9	260	18	1.2	10.65	15	1.0	6.6			
SAN3	Yes	Yes	1	SAN31	133,886	29	2.0	32.77	14	1.0	1,924	29	2.0	27,868	28	1.9	5.89	14	1.0	1,163	29	2.0	66.68	28	1.9	11.8			
SAN4	Yes	Yes	1	SAN41	30,158	26	1.8	37.46	16	1.1	869	27	1.9	22,651	27	1.9	24.68	25	1.7	650	27	1.9	38.45	27	1.9	12.1			
SAN5	Yes	Yes	1	SAN51	53,828	28	1.9	56.21	22	1.5	1,214	28	1.9	40,772	29	2.0	35.65	28	1.9	983	28	1.9	94.10	29	2.0	13.2			
SAN6	Yes	Yes	1	SAN61	28,326	25	1.7	57.68	24	1.7	482	24	1.7	14,306	26	1.8	22.71	23	1.6	467	26	1.8	23.80	24	1.7	11.9			
SAN7	Yes	Yes	1	SAN71	11,523	8	0.6	58.99	25	1.7	262	9	0.6	3,922	17	1.2	18.25	22	1.5	258	17	1.2	11.13	16	1.1	7.9			
SB1	Yes	Yes	1	SB11	1,931	1	0.1	9.84	3	0.2	52	1	0.1	172	1	0.1	0.61	2	0.1	7	1	0.1	0.47	1	0.1	0.7			
SB2	Yes	Yes	1	SB21	13,649	11	0.8	9.25	2	0.1	367	17	1.2	4,219	18	1.2	2.25	6	0.4	202	13	0.9	7.01	11	0.8	5.4			
SD6	Yes	Yes	1	SD61	26,482	24	1.7	32.98	15	1.0	379	19	1.3	3,500	14	1.0	2.97	11	0.8	153	9	0.6	13.45	17	1.2	7.5			
VS1	Yes	Yes	1	VS11	18,667	18	1.2	19.87	12	0.8	366	16	1.1	3,244	12	0.8	2.35	8	0.6	125	6	0.4	3.03	5	0.3	5.3			

Do not delete these rows.

2A		2B							
Regional Bicycle Network?		Bike Improvement w/in 1.5 mi. of regional transit stop		Ped Improvement vis a vis local transit stop		Ped Improvement vis a vis regional transit stop		Final 2B Score	
Choose from drop-down: Connects, Constructs, or Neither	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: within 0.25 mi, directly connects, or neither	Points	Choose from drop-down: within 0.5 mi, directly connects, or neither	Points	(Max 12 points)	
Neither	0	No	0	directly connects	4	neither	0	4	4
Constructs	8	No	0	directly connects	4	neither	0	4	4
Connects	6	Yes	6	directly connects	4	within 0.5 mile	4	4	12
Constructs	8	Yes	6	within 0.25 mile	2	within 0.5 mile	4	4	12
Connects	6	Yes	6	within 0.25 mile	2	within 0.5 mile	4	4	12
Neither	0	Yes	6	directly connects	4	within 0.5 mile	4	4	12
Constructs	8	Yes	6	directly connects	4	within 0.5 mile	4	4	12
Constructs	8	Yes	6	within 0.25 mile	2	neither	0	8	8
Neither	0	Yes	6	within 0.25 mile	2	neither	0	8	8
Connects	6	No	0	directly connects	4	neither	0	4	4
Neither	0	No	0	directly connects	4	neither	0	4	4
Neither	0	Yes	6	directly connects	4	within 0.5 mile	4	4	12
Constructs	8	Yes	6	directly connects	4	directly connects	6	12	12
Constructs	8	Yes	6	neither	0	within 0.5 mile	4	4	10
Constructs	8	Yes	6	neither	0	within 0.5 mile	4	4	12
Neither	0	Yes	6	directly connects	4	directly connects	6	12	12
Neither	0	Yes	6	directly connects	4	directly connects	6	12	12
Constructs	8	Yes	6	within 0.25 mile	2	within 0.5 mile	4	4	12
Constructs	8	Yes	6	within 0.25 mile	2	within 0.5 mile	4	4	12
Connects	6	Yes	6	within 0.25 mile	2	neither	0	0	0
Neither	0	No	0	neither	0	neither	0	0	0
Connects	6	Yes	6	directly connects	4	directly connects	6	12	12
Constructs	8	No	0	within 0.25 mile	2	neither	0	2	2
Neither	0	Yes	6	directly connects	4	neither	0	10	10

VLOOKUP - #2A		Bike Improvement w/in 1.5 mi. of regional transit stop		Ped Improvement vis a vis local transit stop		Ped Improvement vis a vis regional transit stop	
Option	Points	Option	Points	Option	Points	Option	Points
Connects	6	Yes	6	within 0.25 mile	2	within 0.5 mile	4
Constructs	8	No	0	directly connects	4	directly connects	6
Neither	0			neither	0	neither	0

1 2 3 NON-INFRASTRUCTURE PROJECTS

	Demand Analysis (Pulled in)
11	Criteria 1
0	11.2
5	24.0
5	13.6
0	12.0
0	N/A
0	23.2

Qualitative Subtotal						
E1	E2	E3	E4	E5	E6	E7
44.0	93.0	125.0	66.0	121.0	132.0	117.0
110.0	116.0	127.0	124.0	118.0	112.0	131.0
116.0	130.0	120.0	127.0	122.0	108.0	133.0
108.0	139.0	119.0	142.0	130.0	121.0	136.0
101.0	137.0	102.0	132.0	141.0	163.0	128.0
72.0	131.0	115.0	92.0	132.0	126.0	124.0

Quant & Qual Subtotal						
E1	E2	E3	E4	E5	E6	E7
55.2	104.2	136.2	77.2	132.2	143.2	128.2
139.0	145.0	156.0	153.0	147.0	141.0	160.0
134.6	148.6	138.6	145.6	140.6	126.6	151.6
120.0	151.0	131.0	154.0	142.0	133.0	148.0
101.0	137.0	102.0	132.0	141.0	163.0	128.0
95.2	154.2	138.2	115.2	155.2	149.2	147.2

Cost Effectiveness Ratios						
E1	E2	E3	E4	E5	E6	E7
9	5	4	6	4	3	4
5	5	5	5	5	5	5
6	5	5	5	5	6	5
5	4	4	4	4	4	4
5	4	5	4	4	3	4
16	10	11	13	10	10	10

Cost Effectiveness Rank						
E1	E2	E3	E4	E5	E6	E7
2	4	6	2	5	5	5
4	2	4	4	3	3	3
3	3	2	3	2	2	2
6	5	5	6	4	4	6
5	6	3	5	6	6	4
1	1	1	1	1	1	1

Cost Effectiveness Score - Criterion #12						
E1	E2	E3	E4	E5	E6	E7
4.0	8.0	12.0	4.0	10.0	10.0	10.0
8.0	4.0	8.0	8.0	6.0	6.0	6.0
6.0	6.0	4.0	6.0	4.0	4.0	4.0
12.0	10.0	10.0	12.0	8.0	8.0	12.0
8.3	10.0	5.0	8.3	10.0	10.0	6.7
2.0	2.0	2.0	2.0	2.0	2.0	2.0

1 2 3 4 5 6 7 8

Unique ID
CO1
CO2
CV1
CV2
CV3
CV4
EC1
EN1
EN2
EN3
ES1
LG1
LG2
LG3
NC1
NC2
NC4
NC5
NC6
OC1
SAN3
SAN4
SAN5
SAN6
SAN7
SB1
SB2
SD6
V51

	Demand Analysis (Pulled in)				
9	Criteria 1		Criteria 2A	Criteria 2B	Total Quant
3	1.8		0	4	8.8
5	5.7		8	4	22.7
8	10.0		6	12	36.0
4	6.1		8	12	30.1
0	7.4		6	12	25.4
6	10.7		0	12	28.7
3	8.1		8	12	31.1
3	4.1		8	8	23.1
8	2.9		0	8	18.9
5	1.5		6	4	16.5
2	4.4		0	4	10.4
0	4.6		0	12	16.6
2	6.0		8	12	28.0
2	7.2		8	10	27.2
2	7.7		0	12	21.7
2	10.4		0	12	24.4
3	11.0		0	12	26.0
8	9.8		6	12	35.8
8	8.1		8	12	36.1
3	6.6		6	12	27.6
8	11.8		8	12	39.8
3	12.1		8	12	35.1
8	13.2		8	12	41.2
7	11.9		8	12	38.9
6	7.9		6	12	31.9
3	0.7		0	0	3.7
3	5.4		6	12	26.4
4	7.5		8	2	21.5
4	5.3		0	10	19.3

Qualitative Subtotal						
E1	E2	E3	E4	E5	E6	E7
65.0	106.0	102.0	70.0	133.0	97.0	62.0
46.0	85.0	77.0	71.0	127.0	99.0	68.0
84.0	110.0	125.0	82.0	139.0	131.0	96.0
69.0	102.0	88.0	75.0	129.0	120.0	95.0
65.0	106.0	88.0	74.0	135.0	124.0	95.0
61.0	113.0	123.0	82.0	136.0	124.0	101.0
61.0	105.0	119.0	74.0	132.0	138.0	100.0
52.0	104.0	77.0	55.0	117.0	104.0	59.0
54.0	84.0	95.0	47.0	113.0	105.0	70.0
50.0	84.0	95.0	41.0	113.0	101.0	70.0
76.0	106.0	73.0	58.0	128.0	121.0	81.0
71.0	106.0	123.0	57.0	124.0	123.0	71.0
67.0	114.0	114.0	84.0	136.0	128.0	87.0
67.0	114.0	115.0	77.0	137.0	128.0	83.0
62.0	112.0	124.0	73.0	128.0	117.0	83.0
65.0	110.0	121.0	89.0	126.0	116.0	101.0
50.0	110.0	107.0	68.0	138.0	109.0	79.0
65.0	118.0	109.0	95.0	129.0	124.0	100.0
67.0	118.0	102.0	74.0	121.0	129.0	90.0
76.0	124.0	123.0	82.0	121.0	120.0	96.0
71.0	125.0	124.0	88.0	131.0	122.0	94.0
49.0	114.0	105.0	67.0	122.0	105.0	78.0
65.0	112.0	86.0	78.0	133.0	115.0	89.0
56.0	99.0	117.0	77.0	111.0	109.0	83.0
64.0	110.0	120.0	77.0	135.0	110.0	67.0
53.0	98.0	106.0	56.0	117.0	91.0	56.0
58.0	111.0	92.0	58.0	116.0	111.0	91.0
74.0	107.0	96.0	72.0	133.0	78.0	71.0
77.0	107.0	111.0	69.0	131.0	98.0	94.0

Quant & Qual Subtotal						
E1	E2	E3	E4	E5	E6	E7
63.8	114.8	110.8	78.8	141.8	105.8	70.8
78.7	107.7	99.7	93.7	149.7	121.7	90.7
120.0	146.0	161.0	118.0	159.0	167.0	132.0
99.1	132.1	118.1	105.1	175.1	150.1	125.1
90.4	131.4	113.4	99.4	160.4	149.4	120.4
89.7	141.7	151.7	110.7	164.7	152.7	129.7
92.1	136.1	150.1	105.1	163.1	169.1	131.1
75.1	127.1	100.1	78.1	140.1	127.1	82.1
72.9	129.9	113.9	65.9	131.9	123.9	88.9
66.5	100.5	111.5	75.5	129.5	117.5	86.5
86.4	116.4	83.4	68.4	138.4	131.4	91.4
87.6	122.6	139.6	73.6	140.6	139.6	87.6
95.0	142.0	142.0	112.0	164.0	156.0	115.0
94.2	141.2	142.2	104.2	164.2	155.2	110.2
83.7	133.7	145.7	94.7	149.7	138.7	104.7
89.4	134.4	145.4	113.4	150.4	140.4	125.4
76.0	136.0	133.0	94.0	164.0	130.0	105.0
100.8	153.8	144.8	130.8	164.8	159.8	135.8
103.1	154.1	138.1	110.1	157.1	165.1	126.1
103.6	151.6	150.6	109.6	148.6	147.6	123.6
110.8	164.8	163.8	127.8	170.8	161.8	133.8
84.1	149.1	140.1	102.1	157.1	140.1	113.1
106.2	153.2	172.2	119.2	147.2	156.2	130.2
94.9	137.9	155.9	115.9	149.9	147.9	121.9
95.9	141.9	151.9	108.9	166.9	141.9	98.9
56.7	101.7	109.7	59.7	120.7	94.7	59.7
84.4	137.4	118.4	84.4	142.4	137.4	117.4
95.5	128.5	117.5	93.5	154.5	99.5	92.5
96.3	126.3	130.3	88.3	150.3	117.3	113.3

Cost Effectiveness Ratios						
E1	E2	E3	E4	E5	E6	E7
110	71	73	103	57	17	114
34	22	23	25	16	19	26
81	67	61	83	56	58	74
30	23	25	29	19	20	24
53	37	42	48	30	32	40
121	77	71	98	66	71	84
65	44	40	57	37	35	46
17	10	12	16	9	10	15
34	24	22	37	19	20	28
46	31	28	54	24	26	36
26	19	26	32	16	17	24
40	28	25	47	25	25	40
84	56	56	71	49	51	70
52	35	34	47	30	32	44
31	19	18	27	17	19	25
37	24	23	29	22	23	26
39	22	22	31	18	22	31
21	13	14	16	13	13	18
22	15	16	20	14	14	18
117	80	80	111	82	82	98
42	28	28	36	27	29	34
95	54	57	78	51	57	71
36	25	30	32	22	24	29
55	38	33	45	35	35	42
66	45	42	58	38	45	64
32	18	16	30	15	19	30
151	93	108	151	90	93	109
21	16	17	22	13	21	22
49	38	36	54	32	41	42

Cost Effectiveness Rank						
E1	E2	E3	E4	E5	E6	E7
4	4	3	3	4	3	1
20	22	20	25	24	23	22
7	5	5	5	5	5	5
24	20	18	23	19	21	25
11	12	8	12	12	12	13
2	3	4	4	3	4	4
9	9	10	9	9	10	9
29	29	29	28	29	29	29
21	19	23	16	20	22	20
14	14	16	11	16	15	15
25	24	17	18	23	26	24
16	15	19	13	15	16	14
6	6	7	7	7	7	7
12	13	12	14	13	13	10
23	23	24	24	22	25	23
18	18	21	22	18	18	21
17	21	22	20	21	19	19
28	28	28	28	28	28	28
26	27	27	27	26	27	27
3	2	2	2	2	2	3
15	16	15	17	14	14	16
5	7	6	6	6	6	6
19	17	14	19	17	17	18
10	11	13	15	10	11	11
8	8	9	8	8	8	8
22	25	26	21	25	24	27
1	1	1	1	1	1	2
27	26	25	26	27	20	26
13	10	11	11	11	9	12

Cost Effectiveness Score - Criterion #10						
E1	E2	E3	E4	E5	E6	E7
1.4	1.4	1.0	1.0	1.4	1.0	0.3
6.9	7.6	6.9	8.6	8.3	7.9	7.6
2.4	1.7	1.7	1.7	1.7	1.7	1.7
8.3	6.9	6.2	7.9	6.6	7.2	8.6
3.8	4.1	2.8	4.1	4.1	4.1	4.5
0.7	1.0	1.4	1.4	1.0	1.4	1.4
3.1	3.1	3.4	3.1	3.1	3.4	3.1
10.0	10.0	10.0	9.7	10.0	10.0	10.0
7.2	6.6	7.9	5.5	6.9	7.6	6.9
4.8	4.8	5.5	3.8	5.5	5.2	5.2
8.6	8.3	5.9	6.2	7.9	9.0	8.3
5.5	5.2	6.6	4.5	5.2	5.5	4.8
2.1	2.1	2.4	2.4	2.4	2.4	2.4
4.1	4.5	4.1	4.8	4.5	4.5	3.4
7.9	7.9	8.3	8.3	7.6	8.6	7.9
6.2	6.2	7.2	7.6	6.2	6.2	7.2
5.9	7.2	7.6	6.9	7.2	6.6	6.6
9.7	9.7	9.7	10.0	9.7	9.7	9.7
9.0	9.3	9.3	9.3	9.0	9.3	9.3
1.0	0.7	0.7	0.7	0.7	0.7	1.0
5.2	5.5	5.2	5.9	4.8	4.8	5.5
1.7	2.4	2.1	2.1	2.1	2.1	2.1
6.6	5.9	4.8	6.6	5.9	5.9	6.2
3.4	3.8	4.5	5.2	3.4	3.8	3.8
2.8	2.8	3.1	2.8	2.8	2.8	2.8
7.6	8.6	9.0	7.2	8.6	8.3	5.9
0.3	0.3	0.3	0.3	0.3	0.3	0.7
9.3	9.0	8.6	9.0	9.3	6.9	9.0
4.5	3.4	3.8	3.4	3.8	3.1	4.1

1 2 3 4 5 6 7 8

	Final Scores						
Unique ID	E1	E2	E3	E4	E5	E6	E7
C01	75.2	116.2	111.8	79.8	143.2	106.8	71.1
C02	75.6	115.3	106.6	102.3	158.0	129.6	98.3
CV1	122.4	147.7	162.7	119.7	176.7	168.7	133.7
CV2	107.4	139.0	124.3	113.0	165.7	157.3	133.7
CV3	94.7	135.5	116.2	103.5	164.5	153.5	124.9
CV4	90.4	142.7	153.1	112.1	165.7	154.1	131.1
EC1	95.2	139.2	153.5	108.2	166.2	172.5	134.2
EN1	85.1	137.1	110.1	87.8	150.1	137.1	92.1
EN2	80.1	139.5	121.8	71.4	138.8	131.5	95.8
EN3	71.3	105.3	117.0	61.3	135.0	122.7	91.7
ES1	95.0	124.7	89.3	74.6	146.3	140.4	99.7
LG1	93.1	127.8	146.2	78.1	145.8	145.1	92.4
LG2	97.1	141.1	144.4	114.4	166.4	158.4	117.4
LG3	98.3	145.7	146.3	109.0	168.7	159.7	113.6
NC1	91.6	141.6	154.0	103.0	157.3	147.3	112.6
NC2	95.6	140.6	152.6	121.0	156.6	146.6	132.6
NC4	81.9	143.2	140.6	100.9	171.2	141.6	111.6
NC5	110.5	163.5	154.5	140.8	174.5	169.5	145.5
NC6	112.1	163.4	147.4	119.4	166.1	174.4	135.4
OC1	104.6	152.3	151.3	110.3	149.3	148.3	124.6
SAN3	116.0	170.3	169.0	133.7	175.6	166.6	139.3
SAN4	85.8	151.5	142.2	104.2	159.2	142.2	115.2
SAN5	112.8	159.1	132.0	125.8	180.1	162.1	136.4
SAN6	98.3	141.7	160.4	121.1	153.3	151.7	125.7
SAN7	98.7	144.7	155.0	111.7	169.7	144.7	101.7
SB1	64.3	110.3	118.7	66.9	129.3	103.0	65.6
SB2	84.7	137.7	118.7	84.7	142.7	137.7	118.1
SD6	104.8	137.5	126.1	102.5	163.8	106.4	101.5
VS1	100.8	129.7	134.1	91.7	154.1	120.4	117.4

**DO NOT
DELETE
THESE
ROWS**

**DO NOT
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THESE
ROWS**

VLOOKUP - #11			VLOOKUP - #12	
Percent Matching Funds			Cost Effectiveness	
Amt Min	Amt Max	Points	NI Type	Points
0.00%	0.00%	0	NI - Plan	12
0.01%	4.99%	1	NI - EEA	10
5.00%	9.90%	2		
10.00%	14.99%	3		
15.00%	19.99%	4		
20.00%	24.99%	5		
25.00%	29.99%	6		
30.00%	34.99%	7		
35.00%	39.99%	8		
40.00%	44.99%	9		
45.00%		10		

VLOOKUP - #9		
Percent Matching Funds		
Amt Min	Amt Max	Points
0.00%	0.00%	0
0.01%	7.99%	2
8.00%	15.99%	3
16.00%	23.99%	4
24.00%	31.99%	5
32.00%	39.99%	6
40.00%	47.99%	7
48.00%		8

Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures; and

WHEREAS, the CTC has required in its Active Transportation Program (ATP) Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

WHEREAS, the SANDAG competitive selection process has resulted in a list of projects that are deemed to meet the requirements of the ATP Program Guidelines; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the CTC;

NOW THEREFORE BE IT RESOLVED, that the SANDAG Board of Directors:

1. Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the 2023 CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and
2. Attests the projects recommended for ATP funding per the 2023 San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ranked list, which is Attachment 4 to the related Board of Director's Action Item, of ATP projects and funding recommendations to the CTC; and
4. Recommends the Contingency List of projects, which is contained in Attachment 4, be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframes identified by the CTC.

PASSED AND ADOPTED this 24th day of March, 2023.



Attest:



Chair

Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

San Joaquin Council of Governments



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Robert Rickman
CHAIR

David Bellinger
VICE CHAIR

Diane Nguyen
EXECUTIVE DIRECTOR

Member Agencies

CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Attention: Laurie Waters

Subject: SJCOG MPO Component 2023 Active Transportation Program Cycle 6

Dear Mr. Weiss:

On February 23, 2023 the San Joaquin Council of Governments (SJCOG) Board of Directors adopted the SJCOG MPO Component of the 2023 Active Transportation Program (ATP) Cycle 6. As per the Amended ATP fund estimate adopted by the California Transportation Commission on August 17, 2022, \$13,711,000 is available for SJCOG to program to 2023 ATP Cycle 6 projects. As required by the ATP Guidelines, on January 23, 2023 SJCOG convened the multi-disciplinary advisory scoring committee. The committee recommended awarding ATP funds to the following projects:

- San Joaquin Regional Rail Commission: East Channel Street Streetscape and Connectivity Project
 - \$3,500,000 ATP funds
- San Joaquin County: Countywide Sidewalks Connectivity Plan
 - \$273,000 ATP Funds
- City of Stockton: Main and Market Complete Streets (Phase 1)
 - \$8,226,000 ATP funds
- City of Tracy: East Schulte Safety and Multimodal Community Corridor – MacArthur Phase
 - \$1,712,000 ATP Funds

The City of Tracy originally requested \$4,684,210 of ATP funds for their East Schulte Safety and Multimodal Community Corridor project. However, only \$1,532,200 of programing capacity remained after the first three projects had been recommended. Tracy provided a reduced scope version of their project for the MacArthur Road section that fit within the remaining funds available.

The SJCOG Board unanimously adopted these recommendations. All four projects are located within Disadvantaged Communities and will provide a broad spectrum of projects that will benefit pedestrians, bicyclists, and students walking and cycling to school. In addition, the SJCOG Board approved a contingency list of projects to receive any additional funds in the event of cost savings or a failure to deliver a project from the funded list, subject to approval by the SJCOG Board and the Commission.

The following required documentation is enclosed:

Attachment 1: SJCOG Project Selection Method

Attachment 2: SJCOG Contingency List, Scoring Multidisciplinary Advisory Members, and Regional Competition Scores

Attachment 3: Program Spreadsheet of SJCOG 2023 ATP MPO Component Recommendations

Attachment 4: Updated Programming Project Requests (PPR)

Attachment 5: Updates A4 forms for down scoped projects

Attachment 6: SJCOG Board Adoption Resolution R-23-101

Attachment 7: Applications not submitted through the state process that are being recommended for funding

If you have any questions regarding this submittal, please feel free to contact my staff members, Joel Campos at (209) 235-1090 campos@sjcog.org or Jay Halva at (209) 235-0582 halva@sjcog.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Niblock". The signature is fluid and cursive, with a large initial "R" and "N".

RYAN NIBLOCK

Deputy Director – Programming and Project Delivery
San Joaquin Council of Governments

SJCOG 2023 Active Transportation Program Project Selection Method

Scoring Criteria

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. See the chart below to reference the scoring criteria and points allotted to the different types of applications. The chart below shows the maximum number of points allowed for each scoring criteria for each type of application. If a scoring criterion is left blank, it is not applicable to that application type.

Topic	Plan	NI Only	Infrastructure or Infrastructure with Non-Infrastructure		
			Small	Medium	Large
Benefits to Disadvantaged Communities	30	10	10	10	10
Need	40	60	50	40	40
Safety	-	10	25	25	25
Public Participation & Planning	25	15	10	10	10
Scope and Plan Layout Consistency and Cost Effectiveness	-	10	5	5	5
Context Sensitive & Innovation	-	5	-	5	5
Evaluation and Sustainability	-	10	-	-	-
Implementation & Plan Development	25	-	-	-	-
Leveraging of Other Funding	10	10	10	15	15
Project Readiness	-	-	20	20	20
Project Location	20	20	20	20	20
Transit Access	20	20	20	20	20
Mixed Land Uses and Development	15	15	15	15	15
Housing Diversity and Affordability	15	15	15	15	15
Total	200	200	200	200	200

Project programming recommendations may not be based strictly on the rating criteria given the requirements of the various funding sources. A minimum of 25% of ATP funding will be programmed to projects that benefit Disadvantaged Communities per CTC requirements.

Project Selection between Project Applications with the Same Score

If two or more projects applications receive the same score that is at the funding cut-off score, the following criteria will be used to determine which project(s) will be funded in the following priority order:

- a. Infrastructure projects
- b. Project readiness including, but not limited to, completed environmental documents
- c. Highest score on the highest point value question (questions with the highest point value may vary by application type).

Project Evaluation Committee

SJCOG staff will form a multidisciplinary Project Evaluation Committee to assist in evaluating project applications. In forming the Project Evaluation Committee, staff will seek participants with expertise in bicycling and pedestrian transportation and land use, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities, and will seek geographically balanced representation from local jurisdictions and non- governmental organizations.

Project Programming

SJCOG staff will program funding to projects based upon the project scores and input from the Project Evaluation Committee. SJCOG staff will attempt to fund projects from only one of the funding types if possible, and will seek to program projects to concentrate federal and state funding on as few projects as possible. Final programming recommendations are subject to review and consideration by the SJCOG committees before adoption by the SJCOG Board. Approval of ATP funding is subject to approval by the CTC.



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-23-101

RESOLUTION ADOPTING THE 2023 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 6 FUNDING RECOMMENDATIONS

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the Active Transportation Program (ATP) is a four-year program covering fiscal years 2023/24, 2024/25, 2025/26, and 2026/27; and

WHEREAS, on August 17, 2022, the California Transportation Commission (CTC) adopted the Amended 2023 ATP Fund Estimate; and

WHEREAS, the Amended 2023 ATP Fund Estimate identifies \$13,711,000 available in ATP funds for the San Joaquin Region; and

WHEREAS, a minimum of twenty five percent of the ATP funds distributed to the San Joaquin Region must benefit a disadvantaged community; and

WHEREAS, SJCOG has convened a multi-disciplinary scoring committee that developed the ATP programming recommendations in accordance with the CTC's adopted 2023 ATP Cycle 6 Guidelines; and

NOW, THEREFORE BE IT RESOLVED that the 2023 ATP Cycle 6 funding recommendation for fiscal years 2023/24, 2024/25, 2025/26, and 2026/27 is hereby adopted as follows:

1. San Joaquin Regional Rail Commission: East Channel Street Streetscape and Connectivity Project - \$3,500,000
2. San Joaquin County: Countywide Sidewalks Connectivity Plan - \$273,000
3. City of Stockton: Main and Market Complete Streets (Phase 1) - \$8,226,000
4. City of Tracy: East Schulte Safety and Multimodal Community Corridor (MacArthur Phase) - \$1,712,000

BE IT FURTHER RESOLVED that the 2023 ATP Cycle 6 contingency project list funding recommendation for fiscal years 2023/24, 2024/25, 2025/26, and 2026/27 is hereby adopted as follows:

1. City of Tracy: East Schulte Safety and Multimodal Community Corridor – \$3,152,210

2. San Joaquin County: Boggs Tract Community Improvements - \$3,193,516
3. City of Lathrop: Lathrop Sidewalk Gap Closure Project - \$5,784,000
4. City of Stockton: Safe Routes to School Sidewalk Gap - \$4,008,886
5. San Joaquin County: Burkett Garden Acres Sidewalk Improvements - \$2,935,458
6. City of Stockton: Active Alpine Avenue for All - \$5,962,000
7. City of Stockton: 8th Street/Houston Ave/Manthey Road/Carolyn Weston - \$4,876,348
8. City of Manteca: City Sidewalk Gap Closure - \$8,906,000
9. City of Manteca: Safe Route to School - Pedestrian Safety Improvements - \$2,925,000

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes, as needed, to ensure that the projects are implemented in the most efficient and cost effective manner possible.

PASSED AND APPROVED this 23rd day of February 2023, by the following votes of the San Joaquin Council of Governments, to wit;

AYES: Councilmember Blower, Stockton; Mayor Pro Temp, Craig, Lodi; Mayor Pro Temp, Davis, Tracy; Supervisor Ding, SJC; Mayor Lincoln, Stockton; Councilmember Nuno, Manteca; Mayor Restuccia, Ripon; Supervisor Rickman, SJC; Supervisor Villapudua, SJC; Councilmember Warmesley, Stockton

NOES:

ABSENT: Mayor Bellinger, Escalon; Councilmember Lazard, Lathrop


ROBERT RICKMAN
Chair

Metropolitan Planning Organization Component

(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments	
SJ COG	10-San Joaquin Regional Rail Commission-1	SJ	East Channel Street Streetscape and Connectivity Project	\$ 10,492	\$ 3,500	\$ 3,500										Large Infrastructure	x				
State funds													\$ 3,500		\$ 3,500						
Federal (FTF) funds															\$ -						
SJ COG	10-San Joaquin County-2	SJ	Countywide Sidewalks Connectivity Plan	\$ 566	\$ 273	\$ 273										Plan	x			x	
State funds														\$ 273	\$ 273						
Federal (FTF) funds															\$ -						
SJ COG	10-Stockton, City of-4	SJ	Main and Market Complete Streets (Phase 1)	\$ 10,142	\$ 8,226	\$ 1,333	\$ 6,893									Large Infrastructure	x	x		x	
State funds											\$ 1,333		\$ 4,750		\$ 6,083						
Federal (FTF) funds													\$ 2,143		\$ 2,143						
SJ COG	10-Tracy, City of-1	SJ	East Schulte Safety and Multimodal Community Corridor - MacArthur Phase	\$ 1,712	\$ 1,712		\$ 53	\$ 200	\$ 1,459							Medium Infrastructure	x			x	
State funds										\$ 53	\$ 200		\$ 1,459		\$ 1,712						
Federal (FTF) funds															\$ -						
Total				\$ 22,912	\$ 13,711	\$ 5,106	\$ 6,946	\$ 200	\$ 1,459												

	FTF	STATE	Total
SJ COG Fund estimate totals	\$2,143	\$11,568	\$13,711
Program funding totals	\$ 2,143	\$ 11,568	\$ 13,711
Over or Under Estimate amount	\$0	\$0	\$0

Blue column heading indicates the column data is a drop down menu to select project type

Stanislaus Council of Governments

February 21, 2023

Member Agencies

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

Stanislaus County

Policy Board Chair

Javier Lopez

Policy Board

Vice-Chair

Pam Franco

Executive Director

Rosa De León Park

Mr. Mitch Weiss, Executive Director
California Transportation Commission 1120
N Street MS 52
Sacramento, CA 95814

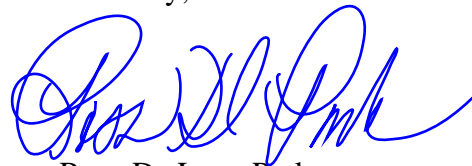
RE: Draft Cycle 6 ATP MPO Programming Recommendation

Dear Mr. Weiss:

Please find attached the draft Cycle 6 Active Transportation Program (ATP) programming recommendation for the Stanislaus Council of Governments (StanCOG). The recommendation will be reviewed by StanCOG's technical and policy advisory committees in February and March 2023. Final project recommendations will be submitted to the California Transportation Commission before April 21, 2023.

Please feel free to contact me or Elisabeth Hahn, Deputy Director of Planning and Programming, at (209) 525-4600 should you have any questions or need additional information pertaining to our programming recommendation.

Sincerely,



Rosa De Leon Park
Executive Director

Checklist Attachments:

2. List of Members in Multidisciplinary Advisory Group
3. Description of Unbiased Project Selection Method
4. Board Resolution Approving Projects
5. Completed Programming Spreadsheet
6. List of All Projects Evaluated and Regional Competition Scores
7. Contingency List
8. Updated PPRs
9. Copies of Applications Not Submitted Through State Process Recommended for Funding



List of Members in Multi-Disciplinary Advisory Group

ATP Cycle 6 Review Committee	
Carla Jauregui	City of Hughson
Rob Marler	City of Waterford/Oakdale
Isael Ojeda	Stanislaus County
Kathryn Reyes	City of Newman
Katie Quintero	City of Turlock
Miha Tomuta	CalWalks
Emma Goldsmith	Stanislaus Council of Governments
Hazel Choi	Stanislaus Council of Governments
Melany Arriola	Stanislaus Council of Governments



2023 Active Transportation Program (ATP) Cycle 6
MPO Component - Project Recommendations
FY 2022/23 - 2026/27
(\$000s)

Agency	Project Title	Total ATP Fund Request	Total Project Cost	Regional Score	Recommended Funding
Ceres	Building on Active Transportation Connectivity and Access within the City	\$2,858	\$2,858	102.75	\$2,858
Stanislaus County	Denair School Safe Crossing and Active Transportation Connectivity Project (*1)	\$1,873	\$3,498	98.50	\$1,978
Modesto	Encina-Lincoln Bike Path (*2)	\$8,585	\$9,985	97.75	
Waterford	Waterford Tim Bell Road Pedestrian Improvements	\$1,993	\$1,993	94.50	\$1,993
Oakdale	Southwest Downtown - Safe Routes to School Project	\$968	\$998	94.25	\$968
Ceres	Improving Pedestrian Safety on Central Ave and Hackett Road Corridor	\$2,495	\$2,612	94.00	\$2,495
Waterford	Waterford Safe Routes to School Project – Washington Road	\$697	\$697	93.25	
Waterford	Waterford Welch Street Pedestrian Improvements	\$864	\$864	91.25	
Turlock	Berkeley Avenue Bicycle and Pedestrian Improvements	\$3,155	\$3,448	91.00	
Patterson	Patterson Salado Creek Bike Trail - Phase 2	\$1,900	\$1,929	79.75	
Riverbank	Patterson Road Bicycle/Pedestrian Connectivity Project	\$2,189	\$2,189	72.25	
Riverbank	Eastern Stanislaus Regional Bicycle/Pedestrian Path Project	\$4,362	\$4,362	63.88	
TOTAL FUNDING REQUEST		\$31,939	\$35,433		\$10,292

*1 The County's Denair project is recommended for \$105,000 more than requested to reduce their 46% local match and to ensure that all funding available to StanCOG is programmed.

*2 As the third-ranked project, the Encina-Lincoln project would have received partial funding. The City of Modesto indicated to StanCOG it could only accept full funding, so this project has not been funded this cycle.



Stanislaus County Association of Governments

MPO Component Project Selection Guidelines for Cycle 6 of the Active Transportation Program

Approved per StanCOG Resolution 22-14

Approved per CTC Resolution G-22-63

Applications Due: November 18, 2022

This document serves as StanCOG's Cycle 6 ATP MPO Component Project Selection Guidelines. The guidelines substantially follow those of the California Transportation Commission (CTC) but include a number of differences based on the region's existing policies and priorities.

StanCOG will issue a regional call for projects for the MPO Component. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program, will be considered. In addition, the agencies who did not submit an application to the statewide competitive ATP will need to complete [a statewide ATP application form](#) to be considered for the regional call for projects.

General Criteria

Project Scoring

StanCOG will not use the scores received by each project under the Statewide Component for its MPO Component. Each project will be reviewed by a multi-disciplinary project evaluation Committee and will be given a new score.

- Infrastructure projects will be scored following the statewide ATP scoring rubrics for the [small infrastructure application](#).
- Non-Infrastructure projects will be scored using the statewide ATP [scoring rubric for Non-Infrastructure Projects](#).
- Plans will be scored using the statewide ATP [scoring rubric for Plan Project Applications](#).
- All projects will have the opportunity for bonus points using the regional criteria specified below.

Contingency List

StanCOG will prepare a list of contingency projects, ranked in priority order based on the project's evaluation score. Funding would be made available to projects on the contingency list should there be any project failures or savings from projects selected for funding under the Cycle 6 MPO Component. This will ensure full use all MPO Component ATP funds, and that no ATP funds are lost from the region. The contingency list is valid until the adoption of the next ATP Statewide Component project funding recommendations.



Regional Evaluation Criteria

Benefit to Disadvantaged Communities (5 points)

The 2023 ATP Guidelines state that MPOs may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission. StanCOG will use the same criteria from the 2023 ATP Guidelines with the following exception:

Five (5) additional points will be awarded for projects benefiting severely disadvantaged communities as follows:

For projects using:	
Median Household Income (MHI) Criteria	<60% of MHI
CalEnviroScreen Criteria	<5% most disadvantaged
Free or Reduced Lunches Criteria	>95% of students receive free or reduced lunches
Healthy Places Index Score	Healthy places index score <5 Percentile

Need (5 points)

In order to encourage agencies to submit infrastructure projects for funding through the Active Transportation Program, an additional 5 bonus points will be awarded to projects that consist of Safe Routes to School infrastructure or Bicycle and/or Pedestrian infrastructure. If the project contains Non-Infrastructure elements, the cost for the non- infrastructure component cannot exceed 25% of the total project cost in order to be awarded the 5 bonus points.

Leveraging (5 points)

In order to encourage the use of local and regional measure funds for the preliminary phases of ATP projects, 5 additional points will be awarded for projects using local or regional measure funds for the environmental, design, right-of-way, and construction phases.

Points	Amount Leveraged
2	More than 11.47% to 15% of total project cost
3	More than 15% to 20% of total project cost
5	More than 20% of total project cost



Regional Active Transportation Plans (3 points)

Additional points will be awarded for projects that are part of a Complete Streets Plan, Active Transportation Plan, or similar plan.

Regional Goals (2 points)

Projects that are included in StanCOG's Regional Transportation Plan (RTP) and advance the RTP goals will be awarded additional 2 points.

STANISLAUS COUNCIL OF GOVERNMENTS RESOLUTION 23-XX
APPROVING THE 2023 METROPOLITAN PLANNING ORGANIZATION COMPONENT
PROJECT SELECTION FOR THE CYCLE 6 ACTIVE TRANSPORTATION PROGRAM

WHEREAS, the Stanislaus Council of Governments (StanCOG) is the Regional Transportation Planning Agency and Metropolitan Planning Organization (MPO) for Stanislaus County, pursuant to State and federal designation; 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, StanCOG as the RTPA and MPO for Stanislaus County, is eligible to receive an annual urban region distribution of ATP funding from the California Transportation Commission (CTC); and

WHEREAS the Stanislaus urban region distribution of ATP funding, also known as the “MPO Component”, for the four-year, Cycle 6 period of FY 23/24 – 26/27 totals \$10,292,000; and

WHEREAS, StanCOG adopted, pursuant to Streets and Highways Code Section 2381(a)(1), ATP Project Selection Guidelines consistent with guidelines adopted by the CTC pursuant to Streets and Highways Code Section 2382(a) on August 17, 2022 ; and

WHEREAS, the ATP Project Selection Guidelines allow projects submitted by member agencies requesting MPO Component ATP funding to be evaluated by StanCOG in a transparent manner, consistent with guidelines adopted by the CTC pursuant to Streets and Highways Code Section 2382(a); and

WHEREAS, StanCOG’s ATP Project Selection Guidelines were submitted to the CTC and approved by the CTC at its August 2022 meeting; and

WHEREAS, a multi-disciplinary project evaluation committee formed by StanCOG evaluated and recommended projects according to the ATP Project Selection Guidelines for inclusion in the StanCOG Active Transportation Program of Projects.

NOW, THEREFORE, BE IT RESOLVED that the Stanislaus Council of Governments hereby approves and adopts the StanCOG MPO Component Project Recommendations for the Cycle 6 Active Transportation Program, attached hereto as Attachment 1.

BE IT FURTHER RESOLVED, the StanCOG Executive Director shall forward a copy of this resolution and information pertaining to recommended projects to the CTC, Caltrans, and to such other agencies as may be appropriate, in order for the CTC to approve the recommendation.

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes, as needed, to ensure that the projects are implemented in the most efficient and cost effective manner possible.

THE FOREGOING RESOLUTION was introduced at a regular meeting of the Stanislaus Council of Governments on the 15th day of March 2023. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: March 15, 2023

JAVIER LOPEZ, CHAIR

ATTEST:

ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

ATTACHMENT 1
MPO COMPONENT PROJECT RECOMMENDATIONS FOR THE CYCLE 6 ACTIVE
TRANSPORTATION PROGRAM

1. Ceres, Building on Active Transportation Connectivity and Access within the City
 - ATP Cycle 6 Funding: \$2,858,000
2. Stanislaus County, Denair School Safe Crossing and Active Transportation Connectivity Project
 - ATP Cycle 6 Funding: \$1,978,000*
3. Waterford, Waterford Tim Bell Road Pedestrian Improvements
 - ATP Cycle 6 Funding: \$1,993,00
4. Oakdale, Southwest Downtown - Safe Routes to School Project
 - ATP Cycle 6 Funding: \$968,000
5. Ceres, Improving Pedestrian Safety on Central Ave and Hackett Road Corridor
 - ATP Cycle 6 Funding: \$2,495,000

** The County's Denair project is recommended for \$105,000 in additional funding than requested to reduce the County's 46% local match and to ensure that all funding available to StanCOG, as the MPO, is programmed.*

Metropolitan Planning Organization Component
(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments	
STAN COG	10 - Ceres, City of - 2	STAN	Building on Active Transportation Connectivity and Access within the City	\$ 2,858	\$ 2,858		\$ 256	\$ 2,602								Small Infrastructure	x				
State funds											\$ 256		\$ 2,602		\$ 2,858						
Federal (FTF) funds																					
STAN COG	10 - Stanislaus County - 1	STAN	Denair School Safe Crossing and Active Transportation Connectivity Project	\$ 3,498	\$ 1,978				\$ 1,978							Small Infrastructure			x		
State funds													\$ 299		\$ 299						
Federal (FTF) funds													\$ 1,679		\$ 1,679						
STAN COG	10-Waterford, City of - 2	STAN	Waterford Tim Bell Road Pedestrian Improvements	\$ 1,993	\$ 1,993	\$ 15	\$ 170	\$ 1,808								Small Infrastructure	x				
State funds										\$ 15	\$ 55	\$ 115	\$ 1,808		\$ 1,993						
Federal (FTF) funds															\$ -						
STAN COG	10-Oakdale, City of - 1		Southwest Downtown - Safe Routes to School Project	\$ 998	\$ 968	\$ 968										Small Infrastructure	x	x	x		
State funds													\$ 968		\$ 968						
Federal (FTF) funds															\$ -						
STAN COG	10 - Ceres, City of - 1		Improving Pedestrian Safety on Central Ave and Hackett Road Corridor	\$ 2,612	\$ 2,495	\$ 80	\$ 850		\$ 1,565							Small Infrastructure	x		x		
State funds										\$ 80	\$ 213	\$ 637	\$ 1,565		\$ 2,495						
Federal (FTF) funds															\$ -						
		Total			\$ 11,959	\$ 10,292	\$ 1,063	\$ 1,276	\$ 4,410	\$ 3,543											

Stan COG Fund estimate totals	FTF	STATE	Total
	\$1,679	\$8,613	\$10,292
	\$ 1,679	\$ 8,613	\$ 10,292
Over or Under Estimate amount	\$0	\$0	\$0

Blue column heading indicates the column data is a drop down menu to select project type



2023 Active Transportation Program (ATP) Cycle 6
MPO Component - Contingency List
FY 2022/23 - 2026/27

Agency	Project Title	Total ATP Fund Request	Total Project Cost	Regional Score
Modesto	Encina-Lincoln Bike Path	\$8,585	\$9,985	97.75
Waterford	Waterford Safe Routes to School Project – Washington Road	\$697	\$697	93.25
Waterford	Waterford Welch Street Pedestrian Improvements	\$864	\$864	91.25
Turlock	Berkeley Avenue Bicycle and Pedestrian Improvements	\$3,155	\$3,448	91.00
Patterson	Patterson Salado Creek Bike Trail - Phase 2	\$1,900	\$1,929	79.75
Riverbank	Patterson Road Bicycle/Pedestrian Connectivity Project	\$2,189	\$2,189	72.25
Riverbank	Eastern Stanislaus Regional Bicycle/Pedestrian Path Project	\$4,362	\$4,362	63.88
TOTAL FUNDING REQUEST		\$21,752	\$23,474	

Southern California Association of Governments



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David Pollock, Moorpark

Transportation
Cheryl Viegas-Walker, El Centro

April 21, 2023

Laurie Waters
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: SCAG ATP Cycle 5 Regional Program

Dear Ms. Waters:

On April 7, 2022, SCAG's Regional Council approved the Regional ATP Guidelines which established a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

Implementation Projects: No less than 95% of the funding (\$343.1 million) was recommended to proposals in this category. The selection process for Implementation Projects was the same as in previous cycles and was predominately managed by the six county transportation commissions in the SCAG region. Eligible applicants applied for these funds by submitting an application through the statewide ATP call for projects. Base scores were established through the statewide ATP review process. The Regional Guidelines allowed county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120-point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission approved the methodology for assigning the additional points, as well as approved the final project scores. Total funding available in each county was based on population-based funding targets.

Planning & Capacity Building Projects: No more than five percent (5%) of the funding (\$18.1 million) was recommended to proposals in this category. Unlike previous cycles where SCAG hosted a supplemental call for projects through its Sustainable Communities Program (SCP), the project selection process relied entirely on the statewide ATP application and scoring process. As with the Implementation Project category, each county transportation commission prioritized projects by adding up to twenty (20) points, to supplement the state-provided base scores. Once all Planning & Capacity Building Projects were funded, remaining funds (\$9.4 million) from this category were applied to the Implementation Project category.

On April 6, 2023 SCAG's Regional Council adopted the project list for the 2023 SCAG Regional Active Transportation Program (see attached Resolution). The adopted Regional Program of 75 projects was assembled by combining recommendations from the Implementation and the Planning & Capability Building categories. The recommended program allocates 96.8% of available funds to disadvantaged communities (DACs) exceeding the statewide minimum requirement of 25%.

ATP Funding by County (\$1,000s)			
	Implementation	Planning & Capacity Building	Total Regional ATP
Imperial	\$3,270	\$0	\$3,270
Los Angeles	\$185,891	\$6,230	\$192,121
Orange	\$60,293	\$850	\$61,143
Riverside	\$45,952	\$441	\$46,394
San Bernardino	\$41,234	\$800	\$42,034
Ventura	\$15,869	\$320	\$16,189
Total	\$352,509	\$8,641	\$361,151

Each of the six counties have partially funded projects. In some cases, the partial funding will just fund phases of the proposed project, such as environmental or design. In other cases, the local agency will be providing funds to complete the project as proposed and in others the scope has been revised to complete a component of the proposed project. Revised Project Programing Request are attached for all partially funded projects.

Sincerely,



Cory Wilkerson
Principal Planner - Active Transportation
Southern California Association of Governments

List of Stakeholder Group and Project Selection Methodology

SCAG convened a group of stakeholders for the development of the Regional Guidelines and the 2023 Regional Active Transportation Program (MPO Component Project List). The stakeholder group was comprised of SCAG staff and representatives from each of the six County Transportation Commissions in the SCAG region. The following is a list of the stakeholder group:

Cory Wilkerson: wilkerson@scag.ca.gov
Courtney Aguirre: aguirre@scag.ca.gov
Virginia Mendoza: virginiamendoza@imperialctc.org
Shelly Quan: quans@metro.net
Louis Zhao: lzhao@octa.net
Denise Sifford: dsifford1@octa.net
Jenny Chan: jchan@RCTC.org
Edward Emery: eemery@RCTC.org
Vanessa Schoenewald: vschoenewald@gosbcta.com
Ginger Koblasz: gakoblasz@gosbcta.com
Jamie Carone: jcarone@gosbcta.com
Heather Miller: hmillier@goventura.org

The Regional Guidelines allowed county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120-point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission approved the methodology for assigning the additional points, as well as approved the final project scores. Unlike previous cycles, SCAG did not host a supplemental Call for Projects. The following is a summary of each County's methodology:

Imperial County:

- A. 20 points for projects that have been identified in an adopted local and/or regional plan; and
- B. Zero points for projects that have not been identified in an adopted local and/or regional plan

Los Angeles County:

Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.

Infrastructure/Non-Infrastructure/Quick Builds

- A. Equity Focus Communities: 3
- B. Consistency with Local/Regional Plans – Regional Plans: 1
 - Leverages Measure M
 - Implements the Active Transportation Strategic Planand/or
Consistency with Local/Regional Plans – project has robust community support: 1
- C. Bonus for First/Last Mile: 5

Total (Up to) 10 points

Plans

- A. Equity Focus Communities: 3
- B. Community Engagement: 3
 - a. Plan will employ strategies to reach Black, Indigenous, and other communities of color; linguistically isolated individuals; and people with disabilities, and/or

- b. Plan will be developed in partnership with or engage with Community Based Organizations, and/or Plan is supported by local stakeholders

C. Safety Data: 4

Total (Up to) 10 points

Orange County:

- A. A planned bikeway in the Orange County Commuter Bikeways Strategic Plan or OC Active: 10
- B. Project is included in the Orange County district bikeway strategies: 10
- C. Project is included in the OCTA non-motorized Metrolink Accessibility Strategy: 10
- D. Project is a sidewalk along a roadway on the Master Plan of Arterial Highways: 5
- E. Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan: 5
- F. Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan: 5
- G. Project is included in a specific plan or corridor plan: 2
- H. Project is included in local agency general plan or circulation element: 2

Maximum of 20 points

Riverside County:

- A. Requesting construction-only funding: 6
- B. Construction funding in the first three years of programming: 4
- C. PA/ED completed – either CEQA, NEPA, or both: 7
- D. PA/ED started – either CEQA, NEPA, or both (partial funding): 3
- E. Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan: 3
- F. Plan and non-infrastructure projects that receive a minimum statewide score of 80 points will receive a maximum award amount of \$442,000 per project

San Bernardino County:

- A. All projects will receive an additional 20 points

Ventura County:

For Construction Projects:

- A. Four (4) points will be awarded if the project is identified in an approved, adopted Bicycle, Pedestrian or Active Transportation Plan OR
- B. Eight (8) points will be awarded if the project is identified in a plan and the conceptual design has been completed, OR
- C. Ten (10) points will be awarded if the project is identified in a plan and the Conceptual design has been completed, and the ATP Cycle 6 application shows the preconstruction phases fully funded by the Local Agency.

AND

- D. Up to five (5) points will be awarded for a project demonstrating enhanced access to transit stops.

For Planning Projects:

- A. Fifteen (15) points will be awarded if the project is to prepare a Citywide, Areawide or Corridor Specific Active Transportation Plan

AND

- B. Five (5) points for Any Project with a Safe Routes to Schools Component: Projects will be awarded 5 points if the Safe Routes to Schools box is checked in the Cycle 6 Application

2023 SCAG Active Transportation Regional Program Contingency List

	Project Title	County	ATP Request	Final State Score	Final MPO Score
1	SR86 Multimodal Gap Closure: Aten to Wall Rd	Imperial	\$9,900	65.0	85.0
2	Alamo River Trail Paving Project	Imperial	\$1,057	44.0	64.0
3	City of Carson City-wide Community Safety Improvements	Los Angeles	\$2,328	75.0	78.0
4	Hollywood Walk of Fame Safety and Connectivity Project: Phase 1	Los Angeles	\$24,605	64.0	73.0
5	East-West Bikeway Project	Los Angeles	\$7,893	69.0	71.0
6	East San Gabriel Valley Sustainable Multimodal Improvement Project	Los Angeles	\$45,229	58.0	66.0
7	Verdugo Wash: Active Transportation Master Plan	Los Angeles	\$5,000	55.5	64.5
8	Randolph Street Bike and Facilities Improvement Project	Los Angeles	\$1,375	58.0	63.0
9	Mulholland Highway School Safety Improvements	Los Angeles	\$693	60.0	61.0
10	Cornell Road Bike Turnout Project	Los Angeles	\$1,200	56.0	57.0
11	North Fair Oaks Avenue Enhancement Project	Los Angeles	\$4,182	50.0	55.0
12	El Segundo Safe Routes to School Infrastructure	Los Angeles	\$275	52.5	54.0
13	East 1st Street and Baseline Road Street Improvements Project	Los Angeles	\$7,766	48.0	52.0
14	City of Vernon - Open Streets	Los Angeles	\$176	40.0	47.0
15	San Fernando Safe and Active Streets Network	Los Angeles	\$5,801	34.5	44.0
16	Greenway Traffic Circle Improvement Project on Rives Avenue	Los Angeles	\$900	37.5	40.0
17	ATP Cycle 6 Green Bike Lanes and Video Detection Improvements	Los Angeles	\$996	28.0	29.0
18	Tracks at Brea - Western Extension	Orange	\$1,500	75.0	95.0
19	Adams Avenue Active Transportation Improvements, Costa Mesa	Orange	\$4,223	72.0	89.0
20	La Habra Rails to Trail OC Loop Gap Closure	Orange	\$13,400	76.0	96.0
21	Laguna Canyon Road Improvements	Orange	\$9,100	44.5	64.5
22	Santiago Creek Bike Trail Gap Closure	Orange	\$9,462	61.0	81.0
23	Monroe Elementary and Edison Elementary SRTS	Orange	\$8,533	68.0	85.0
24	Safe Mobility Santa Ana	Orange	\$7,963	48.0	68.0
25	Heroes Elementary, Carver Elementary, Willard Elementary, and Wilson Intermediate SRTS	Orange	\$9,999	84.0	96.0
26	Ross Street Complete Streets	Orange	\$5,938	79.0	99.0
27	King Elementary, Lincoln Elementary, Monte Vista Elementary, and Griset Academy SRTS	Orange	\$4,490	75.0	87.0
28	Adams Elementary, Carr Intermediate, Godinez Fund High, Harvey Elementary, and Valley High SRTS	Orange	\$9,346	81.0	93.0
29	Fairhaven Elementary and Muir Fundamental Elementary SRTS	Orange	\$8,566	69.0	81.0
30	Jefferson Elementary, Thrope Fundamental, McFadden Institute of Technology, and Greenville Fund Elementary SRTS	Orange	\$9,936	63.0	70.0
31	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary, and Franklin Elementary SRTS	Orange	\$9,934	84.5	96.5
32	Esqueda Elementary, Chavez High, Washington Elementary, and Saddleback High	Orange	\$7,350	76.0	93.0
33	Bishop Street Bicycle Boulevard Project	Orange	\$6,285	78.0	98.0
34	Rosita Elementary and Hazard Elementary	Orange	\$6,284	72.0	84.0
35	Fitz Intermediate, Heritage Elementary, Russell Elementary, and Newhope Elementary	Orange	\$8,921	80.0	97.0
36	Orangewood Avenue Bicycle and Traffic Calming Project	Orange	\$8,369	64.0	84.0
37	Riverside County Safe Routes for All - Palm Springs	Riverside	\$630	78.0	78.0
38	Riverside County Safe Routes for All - Cathedral City	Riverside	\$820	78.0	78.0
39	Lakeview/Nuevo Mobility Plan	Riverside	\$300	75.0	75.0
40	Riverside's Fifty Individualized SRTS Studies and Safety Circulation Plans	Riverside	\$1,708	71.0	71.0

2023 SCAG Active Transportation Regional Program Contingency List

	Project Title	County	ATP Request	Final State Score	Final MPO Score
41	Update to Corona's Bicycle Master Plan	Riverside	\$500	69.0	69.0
45	Desert Hot Springs CV Link Extension Project	Riverside	\$31,676	66.0	86.0
46	Mission Trail & Bundy Canyon Community Connections	Riverside	\$20,666	76.0	79.0
47	Mission Trail Sedco neighborhood Active Transportation Project	Riverside	\$3,499	72.0	79.0
48	Meca-North Shore Community Connector Bike Lanes	Riverside	\$11,785	77.0	77.0
49	Temecula Creek Southside Trail Gap Closure	Riverside	\$5,810	61.0	77.0
50	Roadway Widening and Bicycle Lane Improvements	Riverside	\$1,794	62.0	66.0
51	Connecting Coachella	Riverside	\$15,114	55.5	65.5
52	Pedestrian and Bicycle Bridge Connectivity Project	Riverside	\$983	52.0	56.0
53	Hemet Area Safe Routes to School Sidewalk Project	Riverside	\$2,069	46.0	46.0
54	Jewel Community Complete Streets Improvements	Riverside	\$5,896	32.0	39.0
55	Corona Citywide Sidewalk Gap Closure	Riverside	\$2,311	21.0	28.0
56	Citywide Video Detection System and Audible Pedestrian Signal Upgrades	Riverside	\$1,366	20.0	24.0
57	Enhancement of Juan Bautista Trail	Riverside	\$1,973		7.0
58	San Sevaine Class I Multi-Use Trail: Valley to Foothill	San Bernardino	\$16,992	70.0	90.0
59	Marygold Avenue Sidewalk Improvements	San Bernardino	\$1,920	64.0	84.0
60	Orange Blossom Trail Phase IV	San Bernardino	\$1,162	62.0	82.0
61	Marshall Elementary Safe Route to School Improvements	San Bernardino	\$3,889	56.0	76.0
62	Mission Boulevard Bike Lane and Pedestrian Improvements, Ontario	San Bernardino	\$8,363	55.0	75.0
63	San Sevaine Class I Multi-Use Trail: Philadelphia to Slover	San Bernardino	\$11,866	54.0	74.0
64	William McKinley Elementary ES Safe Route to School Project	San Bernardino	\$712	36.0	56.0
65	Bear Valley Road Class 1 Bike Path, Apple Valley	San Bernardino	\$1,829	33.0	53.0
66	Santa Paula Branch Line Multi-use Path	Ventura	\$20,417	78.0	96.0
Total			\$445,025		



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Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

RESOLUTION NO. 23-654-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE RECOMMENDED PROJECT LISTS FOR THE 2023 SCAG REGIONAL ACTIVE TRANSPORTATION PROGRAM

WHEREAS, the Southern California Association of Governments ("SCAG") is the Metropolitan Planning Organization, for the six-county region consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, SCAG adopted the Regional Program Guidelines with input from the six Southern California county transportation commissions on April 7, 2022 to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-22-30) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 21, 2023;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-22-30) and Regional Program Guidelines, and has reached consensus on the 2023 SCAG Regional Active Transportation Program and Contingency List.


NOW, THEREFORE, BE IT RESOLVED that the Regional Council of the Southern California Association of Governments does hereby adopt the 2023 SCAG Regional Active Transportation Program.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council directs staff to submit the Regional Program Project and Contingency List for the 2023 SCAG Regional Active Transportation Program to the California Transportation Commission.

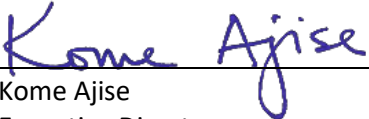
2. The Regional Council defers approval of any further minor revision and administrative amendments to the 2023 SCAG Regional Active Transportation Program to SCAG's Executive Director.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of April, 2023.



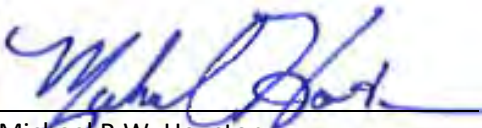
Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Michael R.W. Houston
Chief Counsel

Metropolitan Planning Organization Component																								
(\$ in thousands)																								
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V		
1	MPO	Application ID	County	State Score	CTC Score	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA		
2	SCAG	11-Calipatria, City of-1	IMP	48	68	City of Calipatria - Bonita Place Pedestrian Safety Project	\$ 997	\$ 997	\$ 88	\$ 909									Small Infrastructure	X				
3	State funds													\$ 20	\$ 68		\$ 909		\$ 997					
4	Federal (FTF) funds																		\$ -					
5																								
6	SCAG	11-El Centro, City of-1	IMP	56	76	City of El Centro Pedestrian Improvement Project	\$ 1,300	\$ 1,200			\$ 1,200								Small Infrastructure	X				
7	State funds																\$ 1,200		\$ 1,200					
8	Federal (FTF) funds																		\$ -					
9																								
10	SCAG	11-Imperial County Transportation Commission-1	IMP	59.5	79.5	Pedestrian Improvementsfor the Calexico Intermodal Transportation Center	\$ 1,173	\$ 1,073		\$ 1,073									Small Infrastructure	X				
11	State funds																\$ 1,073		\$ 1,073					
12	Federal (FTF) funds																		\$ -					
13																								
14	SCAG	7-Los Angeles, City of-8	LA	89	99	Boyle Heights Community Connectivity Project	\$ 37,725	\$ 32,019	\$ 3,395		\$ 2,886	\$ 25,738							Large Infrastructure	X	X	X		
15	State funds													\$ 3,395	\$ 2,037	\$ 849	\$ 2,184		\$ 8,465					
16	Federal (FTF) funds																\$ 23,554		\$ 23,554					
17																								
18	SCAG	7-Pasadena, City of-1	LA	88	98	North Lake Avenue Pedestrian and Safety Enhancement Project	\$ 10,116	\$ 9,938	\$ 120	\$ 702		\$ 9,116							Large Infrastructure	X				
19	State funds													\$ 120	\$ 672	\$ 30	\$ 9,116		\$ 9,938					
20	Federal (FTF) funds																		\$ -					
21	X																							
22	SCAG	7-Huntington Park, City of-1	LA	87	97	Huntington Park's Safe Routes for Students and Seniors	\$ 4,761	\$ 4,261	\$ 55	\$ 320	\$ 3,886								Medium Infrastructure	X	X			
23	State funds													\$ 55	\$ 320		\$ 3,886		\$ 4,261					
24	Federal (FTF) funds																		\$ -					
25																								
26	SCAG	7-San Gabriel Valley Council of Governments-1	LA	87	97	Pomona Safe and Active: Bike/Ped Safety Improvements & Gap Closure	\$ 9,998	\$ 5,976	\$ 418	\$ 5,558									Medium Infrastructure	X				
27	State funds														\$ 299	\$ 119	\$ 5,558		\$ 5,976					
28	Federal (FTF) funds																		\$ -					
29																								
30	SCAG	7-Los Angeles County-4	LA	89	94	Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancement Project	\$ 25,163	\$ 10,730	\$ 766	\$ 1,150	\$ 8,814								Large Infrastructure	X		X		
31	State funds													\$ 766	\$ 1,150		\$ 8,814		\$ 10,730					
32	Federal (FTF) funds																		\$ -					
33																								
34	SCAG	7-Artesia, City of-1	LA	87	94	Pioneer Boulevard Improvements Project, City of Artesia	\$ 3,549	\$ 2,755	\$ 116	\$ 306	\$ 2,333								Medium Infrastructure	X	X			
35	State funds													\$ 116	\$ 306		\$ 2,333		\$ 2,755					
36	Federal (FTF) funds																		\$ -					
37																								
38	SCAG	7-Paramount, City of-1	LA	85	94	West Paramount Utility Easement Multi-Use Path - Phase 1	\$ 9,661	\$ 9,661	\$ 10	\$ 765	\$ 8,886								Medium Infrastructure	X				
39	State funds													\$ 10	\$ 750	\$ 15	\$ 8,886		\$ 9,661					
40	Federal (FTF) funds																		\$ -					
41																								
42	SCAG	7-Los Angeles County-5	LA	83	93	Walnut Park Pedestrian Plan Implementation	\$ 8,395	\$ 2,446	\$ 175	\$ 262	\$ 2,009								Medium Infrastructure	X				
43	State funds													\$ 175	\$ 262		\$ 2,009		\$ 2,446					
44	Federal (FTF) funds																		\$ -					
45																								
46	SCAG	7-Los Angeles, City of-10	LA	83	93	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	\$ 36,238	\$ 30,766	\$ 3,296		\$ 2,198	\$ 25,272							Large Infrastructure	X	X	X		

Metropolitan Planning Organization Component (\$ in thousands)																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V			
1	MPO	Application ID	County	State Score	CTC Score	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA			
47	State funds												\$	-	\$	-				\$	-				
48	Federal (FTF) funds												\$	3,296	\$	2,198		\$	25,272	\$	30,766				
49																									
50	SCAG	7-Glendale, City of-2	LA	83	92	Phase 1 of Citywide Pedestrian Master Plan	\$ 10,000	\$ 9,000	\$ 9,000										Medium Infrastructure	X	X				
51	State funds															\$ 9,000		\$ 9,000							
52	Federal (FTF) funds																	\$					-		
53																									
54	SCAG	7-West Covina, City of-1	LA	88	91	West Covina Safe Routes to School & Pedestrian Safety Project	\$ 2,561	\$ 2,561	\$ 10	\$ 180	\$ 2,371								Small Infrastructure	X	X				
55	State funds												\$ 10	\$ 180		\$ 2,371		\$ 2,561							
56	Federal (FTF) funds																	\$					-		
57																									
58	SCAG	7-Lancaster, City of-1	LA	86	91	City of Lancaster 5th Street Corridor School Connections Project	\$ 8,332	\$ 6,655	\$ 471	\$ 711		\$ 5,473							Medium Infrastructure	X	X				
59	State funds												\$ 471	\$ 711		\$ 5,473		\$ 6,655							
60	Federal (FTF) funds																	\$					-		
61																									
62	SCAG	7-South Gate, City of-2	LA	81	91	WSAB LRT Stations First-Last Mile Bikeway Safety and Access Project	\$ 3,375	\$ 3,375		\$ 3,375									Small Infrastructure	X	X				
63	State funds															\$ 3,375		\$ 3,375							
64	Federal (FTF) funds																	\$					-		
65																									
66	SCAG	7-Santa Monica, City of-1	LA	82	89	Wilshire Active Transportation Safety Project	\$ 5,957	\$ 4,765		\$ 4,765									Medium Infrastructure	X					
67	State funds															\$ 4,765		\$ 4,765							
68	Federal (FTF) funds																	\$					-		
69																									
70	SCAG	7-South El Monte, City of-1	LA	83	88	Merced Avenue Greenway	\$ 3,488	\$ 2,561		\$ 2,561									Small Infrastructure	X					
71	State funds															\$ 2,561		\$ 2,561							
72	Federal (FTF) funds																	\$					-		
73																									
74	SCAG	7-Avalon, City of-1	LA	86	87	Tremont Five Corners School Safety Roundabouts	\$ 4,092	\$ 3,238	\$ 3,238										Medium Combo	X	X				
75	State funds															\$ 3,210	\$ 28	\$ 3,238							
76	Federal (FTF) funds																	\$					-		
77																									
78	SCAG	7-Diamond Bar, City of-1	LA	85	87	Diamond Bar Boulevard Complete Streets Project	\$ 7,047	\$ 3,936		\$ 3,936									Medium Infrastructure						
79	State funds															\$ 3,936		\$ 3,936							
80	Federal (FTF) funds																	\$					-		
81																									
82	SCAG	7-South Gate, City of-1	LA	82	87	Tweedy Boulevard Complete Streets, Phase II	\$ 6,594	\$ 5,257		\$ 5,257									Medium Infrastructure	X	X				
83	State funds															\$ 5,257		\$ 5,257							
84	Federal (FTF) funds																	\$					-		
85																									
86	SCAG	7-Downey, City of-1	LA	83	85	South Downey Safe Routes to School Phase II Project	\$ 1,145	\$ 1,145	\$ 165	\$ 120	\$ 860								Small Combo	X	X				
87	State funds												\$ 65	\$ 120		\$ 860	\$ 100	\$ 1,145							
88	Federal (FTF) funds																	\$					-		
89																									
90	SCAG	7-Pomona, City of-1	LA	82	85	San Jose Creek Multi-Use Bikeway in the City of Pomona	\$ 13,123	\$ 11,623		\$ 11,623									Large Combo	X		X			

Metropolitan Planning Organization Component																							
(\$ in thousands)																							
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	
1	MPO	Application ID	County	State Score	CTC Score	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	
91	State funds															\$ 11,305	\$ 318	\$ 11,623					
92	Federal (FTF) funds																	\$ -					
93																							
94	SCAG	7-La Puente, City of-1	LA	79	82	City of La Puente's Safe Routes for Students Improvement Project	\$ 4,389	\$ 4,384		\$ 325	\$ 4,059								Medium Infrastructure	X	X		
95	State funds													\$ 300	\$ 25	\$ 4,059		\$ 4,384					
96	Federal (FTF) funds																	\$ -					
97																							
98	SCAG	7-Signal Hill, City of-1	LA	79	81	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	\$ 2,894	\$ 2,785	\$ 192	\$ 306	\$ 2,287								Small Infrastructure	X			
99	State funds												\$ 192	\$ 306		\$ 2,287		\$ 2,785					
100	Federal (FTF) funds																	\$ -					
101																							
102	SCAG	7-Los Angeles County-1	LA	77.5	81	Los Nietos Pedestrian Access Improvements	\$ 6,542	\$ 5,233	\$ 561		\$ 374	\$ 4,298							Medium Combo	X			
103	State funds												\$ 561	\$ 374		\$ 4,298		\$ 5,233					
104	Federal (FTF) funds																	\$ -					
105																							
106	SCAG	7-Cudahy, City of-1	LA	68	78	Salt Lake Avenue Pedestrian Accessibility Project	\$ 7,125	\$ 7,125	\$ 275	\$ 632	\$ 675	\$ 5,543							Medium Infrastructure	X	X		
107	State funds												\$ 275	\$ 632	\$ 675	\$ 5,543		\$ 7,125					
108	Federal (FTF) funds																	\$ -					
109																							
110	SCAG	7-Carson, City of-2	LA	75	78	City of Carson City-wide Community Safety Improvements	\$ 3,467	\$ 3,451	\$ 30	\$ 175		\$ 3,246							Small Infrastructure	X			
111	State funds												\$ 30	\$ 175		\$ 3,246		\$ 3,451					
112	Federal (FTF) funds																	\$ -					
113																							
114	SCAG	7-San Gabriel Valley Council of Governments-3	LA	58	66	East San Gabriel Valley Sustainable Multimodal Improvement Project	\$64,829	\$100	\$100										Large Infrastructure	X		X	
115	State funds												\$100					\$100					
116	Federal (FTF) funds																	\$-					
117																							
118	SCAG	7-Maywood, City of-1	LA	58	63	Randolph Street Bike and Facilities Improvement Project	\$1,375	\$145		\$15	\$130								Small Infrastructure	X			
119	State funds												\$15	\$130				\$145					
120	Federal (FTF) funds																	\$-					
121																							
122	SCAG	7-California State Polytechnic University, Pomona-1	LA	87	96	Cal Poly Pomona Campuswide Active Transportation Plan	\$ 299	\$ 299		\$ 299									Plan	X	X		
123	State funds																\$ 299	\$ 299					
124	Federal (FTF) funds																	\$ -					
125																							
126	SCAG	7-Pico Rivera, City of-1	LA	85	95	Pico Rivera Active Transportation Master Plan	\$ 411	\$ 411	\$ 411										Plan	X			
127	State funds																\$ 411	\$ 411					
128	Federal (FTF) funds																	\$ -					
129																							
130	SCAG	7-Los Angeles County-6	LA	83	93	Unincorporated Los Angeles County Safe Routes to School Plan	\$ 750	\$ 750	\$ 750										Plan	X	X		
131	State funds																\$ 750	\$ 750					
132	Federal (FTF) funds																	\$ -					
133																							

Metropolitan Planning Organization Component																							
(\$ in thousands)																							
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	
1	MPO	Application ID	County	State Score	CTC Score	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	
134	SCAG	7-Los Angeles County-10	LA	80	90	Pedestrian Plans for Five High-Collision Disadvantaged Communities in LA County	\$ 1,968	\$ 1,968		\$ 1,968									Plan	X			
135	State funds																\$ 1,968	\$ 1,968					
136	Federal (FTF) funds																	\$ -					
137																							
138	SCAG	7-Carson, City of-1	LA	80	90	City of Carson Master Bicycle Plan	\$ 897	\$ 897	\$ 897										Plan	X			
139	State funds																\$ 897	\$ 897					
140	Federal (FTF) funds																	\$ -					
141																							
142	SCAG	7-Los Angeles County-9	LA	70	80	Lennox Vision Zero Traffic Safety Enhancements	\$ 1,141	\$ 1,141	\$ 1,141											n/a	n/a		
143	State funds															\$ 1,141		\$ 1,141					
144	Federal (FTF) funds																	\$ -					
145																							
146	SCAG	7-Santa Clarita, City of-2	LA	76	77	Orchard Village Road Protected Pedestrian and Bicycle Facility	\$ 764	\$ 764	\$ 764											n/a	n/a		
147	State funds															\$ 764		\$ 764					
148	Federal (FTF) funds																	\$ -					
149																							
150	SCAG	12-Orange County Transportation Authority	ORA	67	82	Next STEP (Safe Travels Education Program)	\$ 850	\$ 850	\$ 850	\$ -	\$ -	\$ -							NI Only	X			
151	State (SHA & RMRA) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850	\$ 850				
152	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
153																							
154	SCAG	12-Anaheim, City of - 1	ORA	88	108	Rio Vista Safe Routes to School Project	\$ 1,312	\$ 1,312	\$ 40	\$ 293	\$ 979	\$ -							Small Infrastructure	X	x		
155	State (SHA & RMRA) funds												\$ 40	\$ 173	\$ 120	\$ 979	\$ -	\$ 1,312					
156	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
157																							
158	SCAG	12- Santa Ana, City of - 16	ORA	88	105	Mendez Int Advance Learning Santiago ES Sierra Int SRTS	\$ 9,987	\$ 9,987	\$ 50	\$ 900		\$ 9,037							Medium Infrastructure	X	x		
159	State (SHA & RMRA) funds												\$ 50	\$ 900	\$ -	\$ 9,037	\$ -	\$ 9,987					
160	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
161																							
162	SCAG	12-Santa Ana, City of - 20	ORA	85	105	Memory Lane and Flower Street Bikeway	\$ 6,264	\$ 5,000	\$ -	\$ 450	\$ -	\$ 4,550							Medium Infrastructure	X			
163	State (SHA & RMRA) funds												\$ -	\$ 450	\$ -	\$ 4,550	\$ -	\$ 5,000					
164	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
165																							
166	SCAG	12-Santa Ana, City of - 15	ORA	87.5	104.5	MacArthur Intermediate and Taft Elementary SRTS	\$ 4,900	\$ 4,900	\$ 50	\$ 650	\$ -	\$ 4,200							Medium Infrastructure	X	x		
167	State (SHA & RMRA) funds												\$ 50	\$ 650	\$ -	\$ 4,200	\$ -	\$ 4,900					
168	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
169																							
170	SCAG	12-Buena Park, City of, - 1	ORA	81	101	Dale / Whitaker Complete Streets Project	\$ 4,595	\$ 4,368	\$ 765	\$ 3,603	\$ -	\$ -							Medium Infrastructure	X			
171	State (SHA & RMRA) funds												\$ 100	\$ 665	\$ 130	\$ 3,473	\$ -	\$ 4,368					
172	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
173																							
174	SCAG	12-Santa Ana, City of - 1	ORA	84	17	Santa Ana High School and Heninger Elementary School SRTS	\$ 8,222	\$ 8,222	\$ 120	\$ 1,200	\$ -	\$ 6,902							Medium Infrastructure	X	x		
175	State (SHA & RMRA) funds												\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ -	\$ 8,222					
176	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
177																							
178	SCAG	12-Santa Ana, City of - 5	ORA	84	101	Jackson Elementary and Diamond Elementary SRTS	\$ 8,262	\$ 8,262	\$ 100	\$ 850	\$ -	\$ 7,312							Medium Infrastructure	X	x		
179	State (SHA & RMRA) funds												\$ 100	\$ 850	\$ -	\$ 7,312	\$ -	\$ 8,262					
180	Federal (FTF) funds												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				

Tahoe Metropolitan Planning Organization



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

February 21, 2023

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Attn: Laurie Waters

RE: 2023 ATP MPO Component Project Recommendations

Dear Mr. Weiss:

Please find attached the Tahoe Metropolitan Planning Organization (TMPO) 2023 Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) project recommendations for your review and approval. On April 28, 2023, the TMPO Governing Board adopted by resolution the 2023 Active Transportation Program Tahoe Metropolitan Planning Organization Program of Projects.

The submittal package includes:

- List of members in the multidisciplinary advisory group
- Description of unbiased project selection method
- Board resolution approving projects
- Completed programming spreadsheet
- A list of all projects evaluated and regional competition scores
- Updated Project Programming Requests
- Copies of any applications not submitted through the state process that are recommended for funding

If you have any questions regarding this submittal, please contact Judy Weber at (775) 589-5203 or jweber@trpa.gov.

Sincerely,

Nick Haven
Department Manager
Long Range and Transportation Planning Department

Attachments

Tahoe Metropolitan Planning Organization
2023 ATP MPO Component - Multidisciplinary Advisory Group

Working Group Committee:

Shannon Friedman	Senior Planner, Environmental Improvement Program
Kira Smith	Senior Transportation Planner, TRPA
Rebecca Cremeen	Associate Transportation Planner, Long Range & Transportation Planning
Rachael Shaw	Assistant Transportation Planner, Long Range & Transportation Planning
Ryan Murray	Associate Transportation Planner, Long Range & Transportation Planning
Judy Weber	Associate Transportation Planner, TRPA

Advisory Members:

Michelle Glickert	Principle Transportation Planner, TRPA
Nick Haven	Division Manager, Long Range and Transportation Planning, TRPA
Julie Regan	Executive Director, TRPA

Tahoe Metropolitan Planning Organization

Project Selection Method – 2023 ATP MPO Component

Initial Screening Criteria

TMPO staff conducted an initial screening to determine if an application will proceed forward to the evaluation process. Project applications were screened for the following:

- Consistency with the adopted 2020 RTP. Project must be listed in the 2020 RTP constrained project list.
- Consistent with appropriate fund eligibility requirements.
- Required amount of local non-federal match for funding source. *Not relevant when applying for ATP only funding.
- Identified public outreach on project.
- Acknowledgement of required Master Agreement with Caltrans.
- Project is fully funded with application request or has provided documentation of other funding to achieve 100% funded status.
- Application requesting construction funds must have environmental, engineering, and right-of-way completed by the time funds are recommended for award.

Project Evaluation Criteria & Scoring

Once screened, applications were reviewed and scored on the following evaluation criteria. Maximum points an application could score was 100 points (times 4 evaluators) for a total of 400 points.

CRITERIA	POINTS
Work Plan and Timeline. Application clearly illustrated the scope of the project or program, phase and task to be funded, the delivery work plan, funding plan, and a detailed timeline with key milestones demonstrating the capacity to deliver in a timely manner.	15 Points
Demonstrated Need and Benefits. Project or program delivers multiple benefits and significant positive impacts, connects to local area plans, and is a sound investment of resources.	15 Points
Public Participation and Planning. Identifies the local community public participation process developed for the proposed project or program. Shows how the participation process identified the project as a priority and responded to input from public participation process. Includes a letter of support.	10 Points
Performance Assessment. Assessment evaluates how a project or program best meets the overall Regional Plan goals and policies, those identified as priorities in the Regional Transportation Plan, and if located within a disadvantaged community. Download the Project or Program Performance Assessment and complete the questions within each category and all supplemental questions.	30 Points
Potential for Success. Applicant's ability to carry out project or program based on: <ul style="list-style-type: none"> ▪ Long Term Management (LT); LT management plan, maintenance, and monitoring ▪ Demonstrating Agency Success; examples of implementing similar projects within 5 years ▪ Commitment to complete; Project or program is fully funded with request. 	10 Points
Matching Funds. Applicant has provided confirmation of non-federal secured funds. *ATP funds do not require match.	5 Points
Regional or Local Priority. Please provide justification for project or program priority and indication of regional significance.	15 Points
	100 POINTS

Project Selection Process

A committee of evaluators comprised of TRPA staff, with the oversight of TRPA leadership, reviewed, evaluated, and scored all eligible applications. The committee met to review and discuss the cumulative application scores and select projects for recommendation. Applications were recommended for funding based on eligibility and score.

You can view the 2023 Regional Grant Program guidelines here: [2023-RGP Guidelines Final.pdf \(trpa.gov\)](#)

TAHOE METROPOLITAN PLANNING ORGANIZATION

TMPO RESOLUTION NO. 2023 –

ADOPTION OF THE 2023 ACTIVE TRANSPORTATION PROGRAM METROPOLITAN PLANNING ORGANIZATION PROGRAM OF PROJECTS

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization (MPO) for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the TMPO, is required to prepare and adopt a Transportation Improvement Program which includes federal funds; and

WHEREAS, the TMPO is responsible for allocating state and federal funding through the Federal Highway Administration available to the Lake Tahoe Region; and

WHEREAS, the California State Legislature passed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), to encourage increased use of active modes of transportation, such as biking and walking, establishing the Active Transportation Program (ATP); and

WHEREAS, the Tahoe Region received a 2023 ATP Urban Region Distribution of \$2,901,000 for a four-year period covering 2023-2024 through 2026-2027; and

WHEREAS, per the 2023 ATP State Guidelines (MPO Competitive Project Selection, Page 19), TMPO elected to have a supplemental ATP MPO specific call for projects consistent with the ATP State guidelines adopted by the Commission; and

WHEREAS, per the ATP State Guidelines, TMPO, in collaboration with the California Transportation Commission (Commission), developed the Tahoe ATP MPO Guidelines that are incorporated in the 2023 Regional Grant Program (RGP) Guidelines; and

WHEREAS, the TMPO released a call for projects for ATP MPO funds in conjunction with the 2023 Regional Grant Program; and

WHEREAS, an advisory committee evaluated applications and recommended projects for ATP funding, based on the criteria within the ATP MPO guidelines, for the 2023 ATP MPO Program of Projects ; and

WHEREAS, TMPO has prepared the 2023 ATP MPO Program of Projects including the two recommended projects; Pioneer Trail Pedestrian Improvement Project Phase II (\$1,200,000) and Apache Avenue Pedestrian Safety and connectivity Project (\$1,701,000); and will submit the adopted list to the Commission for approval June 2023; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2023 ATP MPO Program of Projects.

BE IT FUTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with the Commission, Caltrans, and Federal Highway Administration, to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this Wednesday, April 26, 2023 by the following vote:

Ayes:

Nays:

Absent:

Cindy Gustafson, Chair
Tahoe Metropolitan Planning Organization
Governing Board

Tahoe Regional Planning Agency
2023 Regional Grant Program Project Applications

Total Points (400)	Rank	Applicant	Project Name	ATP Requested	Phase of Work	ATP Recommended
338	1	Placer	Kings Beach Western Approach	\$ 2,100,000	RW, CON	\$ -
335	2	El Dorado	Apache Avenue Pedestrian Safety and Connectivity Project	\$ 2,100,000	CON	\$ 1,701,000
331	3	El Dorado	Pioneer Trail/ U.S. Highway 50 Intersection Safety Improvement Project	\$ 500,000	CON	\$ -
326	4	City SLT	Pioneer Trail Pedestrian Improvement Project Phase II	\$ 1,200,000	CON	\$ 1,200,000
318	6	Placer	North Tahoe Shared-Use Trail	\$ 1,500,000	CON	\$ -
317	7	TTD	US5 South Shore Community Revitalization Project	\$ 2,901,000	PE, RW, CON	\$ -
302	9	City SLT	Dennis Machida Memorial Trail - Greenway Phase 1C	\$ 748,000	RW	\$ -
302	9	El Dorado	Meyers Bikeway Connector – Greenway from Pioneer Trail To Elks Club Project	\$ 350,000	PE, RW	\$ -
277	13	Placer	Flick Point II Multi-Benefit Improvement Project	\$ 700,000	CON	\$ -
						\$ 2,901,000

Footnotes:

Rank #1 - Kings Beach Western Approach is ineligible for ATP

Rank #3 - Pioneer Trail/US Highway 50 Intersection Safety Improvement Project (roundabout) will be recommended for STBG funds as a better eligible fit

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2023 – 03

ADOPTION OF THE 2023 ACTIVE TRANSPORTATION PROGRAM
METROPOLITAN PLANNING ORGANIZATION PROGRAM OF PROJECTS

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the TMPO, is required to prepare and adopt a Transportation Improvement Program which includes federal funds; and

WHEREAS, the TMPO is responsible for allocating state and federal funding through the Federal Highway Administration available to the Lake Tahoe Region; and

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

WHEREAS, the Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) fund estimate is \$2,901,000 for the 4-year cycle 2023-2024 through 2026-2027 for the Tahoe Region; and

WHEREAS, the TMPO elected to administer the ATP MPO component through the competitive Regional Grant Program; and

WHEREAS, the TMPO has developed program guidelines for the ATP MPO funding distribution process that are consistent with and complement the California Transportation Commission's (Commission) 2023 ATP Guidelines; and

WHEREAS, the 2023 ATP MPO guidelines and criteria were adopted by the TMPO Governing Board on May 25, 2022 and approved by the Commission on June 29, 2022 to be used for the competitive selection of the ATP MPO programming; and

WHEREAS, the Pioneer Trail Pedestrian Improvement Project Phase II and Apache Avenue Pedestrian Safety and Connectivity Project were recommended for ATP MPO funding based on the 2023 ATP MPO guideline criteria and consistency with the Regional Transportation Plan; and

WHEREAS, TMPO has prepared the 2023 ATP MPO Program of Projects and will submit the adopted project recommendations to the California Transportation Commission for approval at the June 2023 meeting; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2023 ATP MPO Program of Projects for Pioneer Trail Pedestrian Improvement Project Phase II and Apache Avenue Pedestrian Safety and Connectivity Project.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with the Commission, Caltrans, and the Federal Highway Administration, and the Federal Transit Administration to make technical changes or corrections as needed to the format and organization of the grant application to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this Wednesday, April 26, 2023 by the following vote:

Ayes: Ms. Aldean, Mr. Aguilar, Ms. Conrad-Saydah, Ms. Diss, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Absent: USFS Representative

Abstain: Mr. Friedrich

A handwritten signature in blue ink, appearing to read "Cindy Gustafson", with a long horizontal flourish extending to the right.

Cindy Gustafson, Chair
Tahoe Metropolitan Planning Organization
Governing Board

Metropolitan Planning Organization Component
(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
Lake Tahoe TMPO	3-South Lake Tahoe, City of-1	EDC	Pioneer Trail Pedestrian Improvement Project Phase II	\$ 4,980	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -							Medium Infrastructure	X	X		
State funds													\$ 1,200		\$ 1,200				Con phase funded with Sta funds. Project is federalized. Programming funds in 2023/24	
Federal (FTF) funds													\$ -		\$ -					
Lake Tahoe TMPO	3-El Dorado County-6	EDC	Apache Avenue Pedestrian Safety and Connectivity Project	\$ 3,502	\$ 1,701	\$ 1,701	\$ -	\$ -	\$ -							Medium Infrastructure		X		
State funds													\$ 1,189		\$ 1,189				Con phase funded with Sta and FTF funds. Project is federalized. Programming funds in 2023/24	
Federal (FTF) funds													\$ 512		\$ 512					

Total	\$ 8,482	\$ 2,901	\$ 2,901	\$ -	\$ -	\$ -
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	FTF	STATE	Total
TMPO Fund estimate totals	\$512	\$2,389	\$2,901
Program funding totals (agency)	\$ 512	\$ 2,389	\$ 2,901
Over or Under Estimate amount	\$0	\$0	\$0

Tulare County Association of Governments



**210 North Church St. Suite B.
Visalia, California 93291
Phone (559)623-0450
Fax (559)733-6720
www.tularecog.org**

April 21, 2023

Ms. Tanisha Taylor, Interim Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Tanisha,

The Tulare County Association of Governments (TCAG) is pleased to present its final recommendations for the 2023 Active Transportation Program (ATP) MPO Component for consideration by the California Transportation Commission.

Per the Amended 2023 ATP fund estimate adopted by the Commission on August 17, 2022, \$8,847,000 was made available to TCAG to program projects through its MPO component. With agencies contributing \$4,054,000 in matching funds, a total of \$12,901,000 in ATP projects will be programmed in the TCAG region through the 2023 ATP MPO Component. A supplemental call for projects was not conducted. The projects were evaluated and scored by a multi-disciplinary committee in accordance with the Statewide and TCAG MPO Component Project Selection Guidelines. The scoring committee recommended funding four projects. The TCAG Board of Directors approved the adoption of the scoring committee's recommendations at their February 27, 2023 meeting. The projects recommended for funding will provide a broad spectrum of projects to benefit pedestrians and bicyclists, including students walking and bicycling to and from school.

The projects not recommended for funding will be placed on a contingency project list. In the event of project delivery failure and/or cost savings from the recommended projects, projects on the contingency list could be offered ATP funding starting with the highest scoring non-funded project. The contingency list will remain active until the beginning of the next ATP cycle.

TCAG's MPO component funding recommendations meet the statewide ATP guideline requiring that at least 25% of a region's funds benefit disadvantaged communities. Under this cycle, 100% of the funds available to the region will benefit disadvantaged communities.

Should you have any questions, please feel free to contact Gabriel Gutierrez at (559) 623-0465 or by email at ggutierrez@tularecag.ca.gov.

Sincerely,

Ted Smalley, Executive Director

cc: Laurie Waters, Associate Deputy Director
Beverley Newman-Burckhard, Assistant Deputy Director
Elika Changizi, Program Analyst

Attachments:

Attachment 1: List of Multi-Disciplinary Advisory Group Members
Attachment 2: Description of Unbiased Project Selection Methodology
Attachment 3: TCAG Board Resolution Approving MPO Component Funding Recommendations
Attachment 4: Programming Spreadsheet
Attachment 5: List of All Projects and Scores
Attachment 6: Contingency List
Attachment 7: Updated Project Programming Request Forms
Attachment 8: Updated Part A4: Project Details Forms
Attachment 9: Additional Materials Requested

Attachment 1

List of Multi-Disciplinary Advisory Group Members

TCAG 2023 ATP MPO Component
List of Members from the
Multidisciplinary Advisory Group

As required by the State ATP Guidelines, the projects were scored by the ATP Project Selection Committee. The Committee members were as follows:

Name	Affiliation	Expertise
Ted Smalley	Tulare County Association of Governments	Transportation Finance and Programming
Ben Giuliani	Tulare County Association of Governments	Transportation Programming and Planning
Mark Wall	Chairperson of the Tulare County Active Transportation Advisory Committee	Bicycle and Pedestrian Advocate

Attachment 2

Description of Unbiased Project Selection Methodology

TCAG 2023 ATP MPO Component Description of Unbiased Project Selection Method

Agencies in Tulare County submitted 19 projects for funding consideration in the 2023 ATP Statewide Component. Four projects were recommended for funding under the Statewide Component. They are the:

- City of Dinuba, Building Dinuba's Active Transportation Future, ATP Award: \$13,147,000, Total Project Cost: \$17,235,00. The City of Dinuba's project encompasses six smaller segments that were each separately submitted for ATP funding consideration. As such, all of Dinuba's ATP grant application submittals in the 2023 ATP Program were approved for funding.
- City of Visalia, Houston Community Connectivity Project, ATP Award and Total Project Cost: \$2,385,000
- City of Porterville, HAWK Pedestrian Crossings Project, ATP Award: \$1,519,000, Total Project Cost: \$1,859,000

The remaining 10 unfunded applications were evaluated and scored by the multidisciplinary advisory group for consideration of funding in the MPO component. Each member of the advisory group was provided a copy of each application and briefed on the scoring criteria and scoring process. The final score for each project was determined by averaging the total score submitted by each advisory group member. This score was then added to the total score for the criteria evaluated by TCAG staff.

The multidisciplinary advisory group members provided scores for the following scoring criteria:

- Potential for Increased Walking and Bicycling
- Potential for reducing the Number of Pedestrian and Bicycling Fatalities and Injuries
- Public Participation and Planning
- Scope Plan and Consistency

TCAG staff provided a score for the following scoring criteria:

- Disadvantaged Communities
- Leveraging
- Past Performance

- Project Need

The multidisciplinary advisory group and TCAG staff evaluated and scored the projects in accordance with the adopted Statewide and MPO Component ATP Guidelines. Based on the scores provided by the Committee, staff developed a list of recommended projects beginning with the highest scoring project and continuing down the list until the available \$8.847 million of MPO Component ATP funds was exhausted. The following table lists the scores received by each of the projects.

2023 ATP Cycle
Tulare County Association of Governments
MPO Component Scoring Results

Agency	Project Name	(in \$1,000's)		Project Type	Total Score ²
		Total Project Cost	ATP Request		
Woodlake	West Sequoia Avenue Multi-modal Improvements Project	\$2,922	\$2,532	I-S	100.33
Tulare County	Poplar Pedestrian Connectivity Project	\$3,182	\$2,539	I-S	94.67
TCAG	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$2,981	\$2,981	I+NI-S	94.00
Visalia	Goshen – Visalia Corridor (GVC) Improvement Project, Phase 1	\$3,816	\$795 ¹	I-M	92.00
Tulare County	Cutler-Orosi Pedestrian Improvements Project	\$9,505	\$9,029	I-M	91.33
Porterville	Tule River Parkway Solar Lighting Project	\$1,861	\$1,529	I-S	89.67
Tulare County	Earlimart Intermodal Enhancement Project	\$2,309	\$1,994	I-M	89.33
Tulare County	East Porterville Pedestrian Improvements Project	\$8,414	\$8,195	I-M	87.33
Visalia	Santa Fe Cycle Track - Class IV Bike Route	\$5,021	\$4,221	I-M	86.00
Tulare County	Strathmore Pedestrian Improvements Project	\$3,092	\$3,092	I-S	77.00
Projects recommended for MPO Component Funding					

¹ Visalia requested \$3 million in ATP funds for its Goshen-Visalia Corridor (GVC) Improvement Project. However, after fully funding the first three highest-scoring projects, only \$795k of ATP funds remained. The City was offered and accepted the remaining ATP funds. In addition to the ATP funds, a combination of other fund sources will be used to fully fund the project.

² As described in the TCAG MPO Component Project Selection Guidelines, additional points can be awarded to projects for various scoring criteria categories. For this reason, there is one project that had a total score greater than 100.

Attachment 3

TCAG Board Resolution Approving MPO Component Funding Recommendations

BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

ADOPTION OF THE 2023 TULARE COUNTY)
ASSOCIATION OF GOVERNMENTS (TCAG))
ACTIVE TRANSPORTATION PROGRAM)
(ATP) METROPOLITAN PLANNING)
ORGANIZATION (MPO) COMPONENT)
FUNDING RECOMMENDATIONS)

Resolution No. 2023-008

WHEREAS, Tulare County Association of Governments (TCAG) is a Metropolitan Planning Organization (MPO) with an urbanized population greater than 200,000; and

WHEREAS, Streets and Highways Code Section 2381 requires that forty percent of the funds appropriated for the Active Transportation Program (ATP) be distributed to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population; and

WHEREAS, ATP grant applications from large MPO regions in California not selected for funding under the ATP Statewide Component are eligible to compete for funding under the ATP MPO component; and

WHEREAS, TCAG's portion of ATP funds to be awarded through the 2023 ATP MPO component is \$8,847,000 for programming years 2023/24, 2024/25, 2025/26, and 2026/27; and

WHEREAS, on January 3, 2023 the ATP Multidisciplinary Advisory Group began scoring and ranking the projects based on criteria adopted by the TCAG Board on May 16, 2022; and

WHEREAS, the four projects recommended for MPO component funding are the: West Sequoia Avenue Multi-modal Improvements Project (\$2,532,000 in ATP Funds), the Poplar Pedestrian Connectivity Project (\$2,539,000 in ATP Funds), the Tule River Tribe Complete Streets and Two Pedestrian Bridges Project (\$2,981,000 in ATP Funds), and the Goshen-Visalia Corridor (GVC) Improvement Project (\$795,000 in ATP Funds); and

WHEREAS, given the limited amount of MPO component funds, only partial funding could be offered to the City of Visalia's Goshen-Visalia Corridor (GVC) Improvement Project and the City of Visalia has committed to funding the difference between the total project cost (\$3,816,000) and the ATP award (\$795,000) in the amount of \$3,021,000.

NOW, THEREFORE BE IT RESOLVED, that the Tulare County Association of Governments hereby adopts the TCAG 2023 ATP MPO Component Recommended Funding and Contingency Project List, as shown on Attachment 1.

The foregoing Resolution was adopted upon motion of Member Townsend, seconded by Member Vander Poel, at a regular meeting held on the 27th day of February 2023 by the following vote:

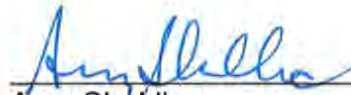
AYES: Micari, Vander Poel, Shuklian, Valero, Townsend, Reynosa, Riddle, M. Flores, Poochigian, Mendoza, Holscher, and Whitmire

NOES:

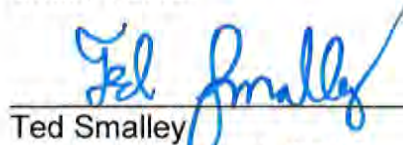
ABSTAIN: Carrillo

ABSENT: Boyer, Y. Flores, and Sayre

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Amy Shuklian
Chair, TCAG



Ted Smalley
Executive Director, TCAG

ATTACHMENT 1

TCAG 2023 ATP MPO Component Recommended Funding and Contingency Project List

Projects Recommended for MPO Component Funding

Project Sponsor	Project Title	MPO Component Funding Recommendation	Project Score
Woodlake	West Sequoia Avenue Multi-modal Improvements Project	\$2,532,000	100.33
Tulare County	Poplar Pedestrian Connectivity Project	\$2,539,000	94.67
TCAG	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$2,981,000	94.00
Visalia	Goshen-Visalia Corridor (GVC) Improvement Project, Phase 1	\$795,000	92.00

Recommended Contingency List

Project Sponsor	Project Title	MPO Component Funding Request	Project Score
Tulare County	Cutler-Orosi Pedestrian Improvements Project	\$9,029,000	91.33
Porterville	Tule River Parkway Solar Lighting Project	\$1,529,000	89.67
Tulare County	Earlimart Intermodal Enhancement Project	\$1,994,000	89.33
Tulare County	East Porterville Pedestrian Improvements Project	\$8,195,000	87.33
Visalia	Santa Fe Cycle Track - Class IV Bike Route	\$4,221,000	86.00
Tulare County	Strathmore Pedestrian Improvements Project	\$3,092,000	77.00

Attachment 4
Programming Spreadsheet

Metropolitan Planning Organization Component
(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
TCAG	6-Woodlake-1	TUL	West Sequoia Avenue Multi-Modal Improvements Project	\$ 2,922	\$ 2,532	\$ -	\$ 2,532	\$ -	\$ -							Small Infrastructure	X	X		
State funds													\$ 2,532		\$ 2,532					
Federal (FTF) funds															\$ -					
TCAG	6-Tulare County-2	TUL	Poplar Pedestrian Connectivity Project	\$ 3,182	\$ 2,539		\$ 485		\$ 2,054							Small Infrastructure	X	X		
State funds											\$ 200	\$ 285	\$ 1,483		\$ 1,968					
Federal (FTF) funds													\$ 571		\$ 571					
TCAG	6-TCAG-1	TUL	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$ 2,981	\$ 2,981	\$ 168	\$ 397	\$ 2,416								Small Combo	X	X		
State funds										\$ 168	\$ 357		\$ 1,621	\$ 40	\$ 2,186					
Federal (FTF) funds													\$ 795		\$ 795					
TCAG	6-Visalia-1	TUL	Goshen - Visalia Corridor (GVC) Improvement Project, Phase 1	\$ 3,816	\$ 795		\$ 795									Small Infrastructure	X	X		
State funds													\$ 795		\$ 795					
Federal (FTF) funds															\$ -					
Total				\$ 12,901	\$ 8,847	\$ 168	\$ 4,209	\$ 2,416	\$ 2,054											

	FTF	STATE	Total
TCAG Fund estimate totals	\$1,366	\$7,481	\$8,847
Program funding totals	\$ 1,366	\$ 7,481	\$ 8,847
Over or Under Estimate amount	\$0	\$0	\$0

Blue column heading indicates the column data is a drop down menu to select project type

Do not fill the shaded cells, they are auto-populated cells

Attachment 5

List of All Projects and Scores

TCAG 2023 ATP MPO Component
List of Projects and Scores

Project Sponsor	Project Title	MPO Component Funding Requested	Project Score ¹
Woodlake	West Sequoia Avenue Multi-modal Improvements Project	\$2,532,000	100.33
Tulare County	Poplar Pedestrian Connectivity Project	\$2,539,000	94.67
TCAG	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$2,981,000	94.00
Visalia	Goshen-Visalia Corridor (GVC) Improvement Project, Phase 1	\$3,000,000	92.00
Tulare County	Cutler-Orosi Pedestrian Improvements Project	\$9,029,000	91.33
Porterville	Tule River Parkway Solar Lighting Project	\$1,529,000	89.67
Tulare County	Earlimart Intermodal Enhancement Project	\$1,994,000	89.33
Tulare County	East Porterville Pedestrian Improvements Project	\$8,195,000	87.33
Visalia	Santa Fe Cycle Track - Class IV Bike Route	\$4,221,000	86.00
Tulare County	Strathmore Pedestrian Improvements Project	\$3,092,000	77.00

¹As described in the TCAG MPO Component Project Selection Guidelines, additional points can be awarded to projects for various scoring criteria categories. For this reason, there is one project that had a total score greater than 100.

Attachment 6
Contingency List

TCAG 2023 ATP MPO Component Contingency Project List

Project Sponsor	Project Title	MPO Component Funding Request	Score
Tulare County	Cutler-Orosi Pedestrian Improvements Project	\$9,029,000	91.33
Porterville	Tule River Parkway Solar Lighting Project	\$1,529,000	89.67
Tulare County	Earlimart Intermodal Enhancement Project	\$1,994,000	89.33
Tulare County	East Porterville Pedestrian Improvements Project	\$8,195,000	87.33
Visalia	Santa Fe Cycle Track - Class IV Bike Route	\$4,221,000	86.00
Tulare County	Strathmore Pedestrian Improvements Project	\$3,092,000	77.00

The contingency project list consists of the projects not recommended for funding under TCAG's 2023 ATP MPO Component. In the event of project delivery failure and/or cost savings from the recommended projects, projects on the contingency list will be offered ATP funding starting with the highest scoring non-funded project. The contingency project list will remain active until the beginning of next ATP funding cycle.

Metropolitan Planning Organization Component (\$ in thousands)																				
MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
TCAG	6-Woodlake, City of-1	TUL	West Sequoia Avenue Multi-Modal Improvements Project	\$ 2,922	\$ 2,532	\$ -	\$ 2,532	\$ -	\$ -							Small Infrastructure	X	X		
State funds													\$ 2,532		\$ 2,532					
Federal (FTF) funds															\$ -					
TCAG	6-Tulare County-2	TUL	Poplar Pedestrian Connectivity Project	\$ 3,182	\$ 2,539		\$ 485		\$ 2,054							Small Infrastructure	X	X		
State funds											\$ 200	\$ 285	\$ 1,483		\$ 1,968					
Federal (FTF) funds													\$ 571		\$ 571					
TCAG	6-Tulare County Association of Governments-1	TUL	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$ 2,981	\$ 2,981	\$ 168	\$ 397	\$ 2,416								Small Combo	X	X		
State funds										\$ 168	\$ 357		\$ 1,621	\$ 40	\$ 2,186					
Federal (FTF) funds													\$ 795		\$ 795					
TCAG	6-Visalia, City of-1	TUL	Goshen - Visalia Corridor (GVC) Improvement Project, Phase 1	\$ 3,816	\$ 795		\$ 795									Small Infrastructure	X	X		
State funds													\$ 795		\$ 795					
Federal (FTF) funds															\$ -					
				Total	\$ 12,901	\$ 8,847	\$ 168	\$ 4,209	\$ 2,416	\$ 2,054										
TCAG Fund estimate totals						FTF	STATE	Total												
Program funding totals						\$ 1,366	\$ 7,481	\$ 8,847												
Over or Under Estimate amount						\$0	\$0	\$0												
Blue column heading indicates the column data is a drop down menu to select project type																				
Do not fill the shaded cells, they are auto-populated cells																				