

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 11, 2023

Agenda Item 3a.i. - 23-0045

**MTC Resolution No. 4487, Revised**

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**Subject:**

2023 Regional Active Transportation Program (ATP) Cycle 6 Program of Projects and Funding Target Update.

**Background:**

The State established the ATP in September 2013. ATP funding is distributed with 50% to the state for a statewide competitive program; 10% to the small urban and rural area competitive program to be managed by the state; and 40% to the large urbanized area competitive program, with funding distributed by population to and managed by the ten largest Metropolitan Planning Organizations (“Regional ATP”). The 2022-2023 California State Budget included a one-time \$1 billion augmentation to the ATP. The California Transportation Commission (CTC) elected to augment the 2023 ATP Cycle 6 program with the new funding, subject to the statutory funding distribution formula. The one-time augmentation provided an additional \$93 million to MTC for the regional ATP component.

A summary of the region’s performance in the Cycle 6 ATP statewide component is discussed in more detail in Attachment 1. MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the CTC for adoption. CTC approved MTC’s Regional ATP Guidelines on February 23, 2022, and applications for the Regional Program were due to MTC on June 15, 2022. MTC’s Cycle 6 Regional ATP includes \$143 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 2.

**MTC’s Regional Project Selection Process**

MTC received 63 applications requesting \$551 million, approximately four times the available amount. Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. MTC staff enlisted a 21-member multi-disciplinary evaluation committee in seven teams of three evaluators each to score and rank the applications (see Attachment 3). The review committee used the same evaluation form and revised scoring criteria

used in the Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

### **Regional Project Recommendations**

Staff recommends fully funding 14 projects and partially funding one project for a total of \$143 million (see Attachment 2). Staff also recommends adopting a list of contingency projects totaling \$53 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 6 Regional ATP. All proposed projects in the regional ATP include safe routes to school or safe routes for seniors' components and would benefit Equity Priority Communities, greatly exceeding the required 25% state target for disadvantaged communities. Further, the recommended project list supports MTC initiatives such as greenhouse gas reduction efforts and expansion of the regional bike network. Specifically, 92% of the recommended funding are for projects projected to reduce greenhouse gas emissions and 80% of the recommended funding would enhance or expand the regional bike network.

### **Project Recommendations Items of Interest**

#### **1. Partial Funding:**

San Jose requested \$36 million in ATP funds for the Story-Keyes Complete Streets project; however, only \$4 million of ATP remains after funding higher scoring projects. Therefore, staff recommends partially funding the project with \$4 million in ATP funds. San Jose also submitted the same project application for a higher request amount as a part of the One Bay Area Grant 3 (OBAG3) program call for projects. The Story-Keyes Complete Streets project scored highly in the OBAG3 evaluation process and is recommended for funding under item 3a.iii. MTC staff expects the full project benefits to be delivered as the funding plan will be complete between the recommended funding in the Regional ATP and OBAG 3 programs. Should San Jose not be able to deliver the project benefits, or to fully fund the project using other funds, staff recommends removing the Story-Keyes project from the regional list and re-directing the \$4 million to other projects on the contingency list.

**2. One Bay Area Grant Program 3 (OBAG3) Application Overlap:**

The regional ATP and OBAG 3 program shared evaluation timelines with ATP. Staff reviewed both lists and found six projects that overlapped. Both program teams coordinated to ensure recommendations did not conflict. For highly-scoring projects with overlapping elements, staff recommends funding the regional ATP request first and any remaining balance as a part of the OBAG 3 recommendations. However, there are two exceptions. Alameda County's San Lorenzo Creekway project included expanded scope in its ATP application; therefore, staff recommends funding the base project in OBAG3 and the added scope in the ATP program. Second, staff recommends partially funding San Jose's Story-Keyes project with remaining ATP funds, as discussed above, with the balance recommended from the OBAG3 program. Both projects' funding plans would be completed with recommended ATP and OBAG3 funding.

**ATP Funding History**

Since 2014, \$555 million has been awarded to projects in the MTC region through both the State and Regional ATP competitions. Attachment 5 provides a historical summary of the total awards sorted by county for the combined and individual programs. Considering both programs, most counties have received a comparable amount of funds to their population share within the region. However, there are two outliers, Alameda County which has received significantly more in grant funding than its population share, and Santa Clara County which has received less. This discrepancy exists for two main reasons.

1. The ATP program heavily prioritizes projects benefiting disadvantaged communities. Alameda County has a higher proportion of census tracts and neighborhoods that qualify under the current definitions compared to Santa Clara County.
2. There is a significant difference in the amount of funds and number of applications requested by each of the two counties. Alameda County has requested 32% of the total fund requests through 147 applications over all cycles, whereas Santa Clara has requested 16% of the fund requests through 63 applications. Notably Santa Clara County agencies only submitted eight applications this cycle, while Alameda County agencies submitted 16 applications.

Staff will continue to work with all eligible applicants in the region to improve applications and increase the region's ATP grant success rate. Further discussion is provided below and in Attachment 1.

**Staff-Led Application Technical Assistance Program**

As a continuation from ATP Cycle 5, MTC extended an application technical assistance program to improve the quality and overall competitiveness of applications from the region. MTC staff led the program with support from the prior consultant and reviewed seven applications assessing overall quality, legibility, consistency, and technical details. Of these seven applications, none were selected for funding in the State program and four projects are recommended for funding in the regional program. Staff proposes to augment and refine the technical assistance program in the next ATP cycle. Further discussion is provided in Attachment 1.

**Issues:**

**Performance in State Program:** The CTC adopted the Statewide Competitive ATP list of projects on December 7, 2022. CTC funded six projects in the MTC region for a total of \$88 million, out of a statewide program of \$853 million (about 10% of the statewide total). Further discussion of the region's performance in the statewide ATP, as well as recommended next steps for future cycles, is included in Attachment 1.

**Recommendations:**

1. Refer MTC Resolution No. 4487, Revised to the Commission for approval.
2. Direct staff to transmit the recommended project list to the CTC.

**Attachments:**

- Attachment 1: Cycle 6 ATP Statewide Component Summary
- Attachment 2: Recommended Cycle 6 Regional ATP Program of Projects and Contingency Project List
- Attachment 3: List of Project Evaluators
- Attachment 4: Cycle 6 ATP List of Applications Received
- Attachment 5: ATP Funding History Summary

- Attachment 6: MTC Resolution No. 4487, Revised

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Alix A. Bockelman

## Attachment 1: Cycle 6 ATP Statewide Component Summary

### Statewide Competitive ATP & Quick Build Pilot Program Results

The CTC adopted the Statewide Competitive ATP list of projects on December 7, 2022. CTC funded six projects in the MTC region for a total of \$88 million, out of a statewide program of \$853 million (about 10% of the statewide total), as listed below.

County	Agency	Project Title	Amount (1,000s)
Alameda	Bay Area Toll Authority	West Oakland Link of the Bay Skyway	\$17,600
Alameda	Berkeley	Addison Street Bicycle Boulevard Project	\$4,870
Contra Costa	County Public Works	Pacifica Avenue Safe Routes to School Project	\$3,902
Contra Costa	County Public Works	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$10,517
San Francisco	SFMTA	Bayview Multimodal Community Corridor	\$12,325
Santa Clara	Santa Clara VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$39,103
<b>Total</b>			<b>\$88,317</b>

The state received 434 applications requesting over \$3.1 billion in ATP funds. This cycle, the average ATP request size increased to \$7.1 million per application, up from \$5 million in Cycle 5. The CTC ultimately funded 67 projects from the statewide ATP component.

The 2023 Active Transportation Program included the Quick-Build Project Pilot Program with up to \$7 million in funding available from the Statewide component. None of the Quick-Build Project Pilot Program project applications met the funding recommendation scoring threshold of 89 points for the Statewide component. Therefore, CTC did not fund any quick-build projects. The CTC will continue to refine the pilot program and intends on including it in future ATP cycles.

### Statewide Competitive ATP Discussion

MTC staff debriefed with the CTC ATP program management team immediately after the CTC's publication of the draft recommendations to discuss the Cycle 6 results, review application

patterns, and the future of the program. A notable discovery from these discussions is that small urban and rural agencies outperformed agencies within the ten large MPOs (large MPOs like MTC receive dedicated ATP funds for their regions). Further, agencies not in a large MPO tended to work more collaboratively with their MPO or regional agency to develop more robust and refined ATP applications. Since smaller MPOs and regional agencies do not have a regional program to administer, their staff have no conflict of interest in a regional component to support and prioritize member applications. Regional support and prioritization, along with local agencies engaged in the application process, seemed to contribute to better overall application performance in the statewide ATP competition.

### **Strategies for future ATP Cycles**

Looking ahead to future ATP cycles, MTC staff recommends implementing a suite of strategies to improve performance in the program. This may include, but not limited to, strategies such as:

- Hold a singular call for projects for active transportation elements, that may include other programs such as OBAG4 and Regional Measure 3 Safe Routes to Transit;
- Develop a prioritization and screening process, in collaboration with County Transportation Agencies, with Commission approval;
- Provide early application scope review and development for prioritized projects, leveraging MTC and external consultant expertise; and
- Expand the MTC technical assistance program beyond application review.

Notably, on the last point, staff recommends programming OBAG3 regional funds for ATP technical assistance – which is included in the OBAG3 item on this month’s Programming and Allocations Committee agenda. Staff will return to this committee in the coming months to present strategies for consideration ahead of ATP Cycle 7. Applications for ATP Cycle 7 is expected to be due in mid-2024.

**Attachment 2**

**Recommended Cycle 6 Regional ATP Program of Projects (Alphabetical Order)**

(\$1,000s)

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000	On Mission Boulevard between East Lewelling Boulevard/1-238 and Rose St, in the unincorporated Alameda County communities of Ashland and Cherryland. Install Class IV separated bikeways, protected intersections, pedestrian hybrid beacons, curb extensions, median refuges, high-visibility crosswalks, signal timing, streetscaping.
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999	Oakland Making Moves: Active Oakland Neighborhood will serve 13 affordable housing sites located in disadvantaged/equity priority communities in Oakland. Oakland Making Moves will engage residents in mapping and using safe walking/biking routes from 13 affordable housing sites in Oakland to healthy places.
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200	The San Lorenzo Creekway project will include a pedestrian and bicycle facility that runs along the San Lorenzo Creek for 7.7 miles. The SLC will be the only east-west connector through four disadvantaged communities in the unincorporated area of Central Alameda County - including San Lorenzo, Cherryland, Ashland, and Castro Valley. The project will also include a 1-mile on-street connection to Bayfair BART Station in San Leandro and a 1.5 mile on-street connection to Downtown Hayward.
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500	Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro. The project will consist of Class I shared use paths, Class IV protected bikeways, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements to improve speed and passenger comfort, and placemaking features.
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000	In Alameda County, on San Pablo Avenue between Heinz Street in South Berkeley and Clay Street in North Albany, construct bicycle/pedestrian safety and transit speed/reliability improvements including flashing beacons, pedestrian hybrid beacons, ADA compliant curb ramps, bulb outs at Rapid bus stops, median refuge islands, high visibility crosswalk upgrades, minor traffic signal modifications, bus stop relocations, lighting improvements, and warning signage.
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	Students at Washington Elementary and Berkeley High schools will have safer opportunities to walk and bike to school. Reconfiguring loading zones will reduce conflict and stress. Bulb-outs and pedestrian leading intervals will make pedestrians more visible to drivers. Thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue.
ALA	Oakland	Bancroft Avenue Greenway	\$ 29,311	The project is located in Oakland, CA on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The project involves constructing two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation.
CC	Concord	Willow Pass Road Bikeway Project	\$ 2,835	The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Willow Pass Road is a regional connector that connects Downtown Concord to State Highway 4.
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248	SR2S Infrastructure: Final design and construction of SR2S Master Plan recommended infrastructure improvements between Broadway Avenue and the nearby Bayview and Lake Elementary Schools, as well as 4 curb extensions, 3 new crosswalks, 2 speed feedback signs, 4 rectangular rapid flashing beacons, 4 bicycle racks, and enhanced high-visibility striping at 2 school-zone intersections on Broadway Avenue
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500	The Gap Closure Project will address these issues through construction of a standard Class I pathway, a bi-directional Class IV bikeway, and upgraded intersection crossings and highway ramp for pedestrians and bicyclists.
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123	In San Rafael, in the Canal neighborhood, construct 10 ADA-compliant curb ramps, upgrade 6 curb ramps to meet ADA requirements, complete sidewalk infill on 10 streets, improve 6 transit stops, implement bicycle boulevard treatments on 3 streets, improve lighting on 10 streets and 3 pathways, enhance 4 uncontrolled crosswalks, and add secure parking for 10 bicycles. See Additional Information section for detailed locations.
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 3,925	In San Rafael between Canal Street and Third Street. The project would result in the construction of a new non-motorized crossing of the San Rafael Creek between Canal Street and Third Street in San Rafael, CA.
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435	The Santa Cruz Avenue/Alameda de las Pulgas (SC/ADLP) corridor is part of a larger road network spanning two counties that runs over 15 miles, connecting numerous communities on the San Francisco Peninsula. The project is located in unincorporated West Menlo Park and is a gateway to Stanford University. The project will implement a road diet to provide enough space for sidewalks and bike lanes, new raised medians, and safety islands.
SCL	San Jose	Story-Keyes Complete Streets Project*	\$ 3,656	Along Keyes Street and Story Road, between 3rd Street and King Road, in Central and East San Jose including capital investments in bike/ped safety, such as separated bikeways, high visibility crossings, protected intersections, and bus boarding islands.
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819	Healdsburg Avenue between Powell Avenue and the Foss Creek bridge 1/4 mile south of Passalacqua Road, having a total project length of 1-1/2 mile. Construction to implement a road diet with the addition of bicycle, pedestrian and transit improvements.
<b>Total</b>			<b>\$ 143,062</b>	

\*San Jose requested \$36,386 however \$3,656 is available for funding.



## Staff Recommendations for MTC Cycle 6 Regional ATP – Contingency List (Score Order)

(\$1,000s)

MTC Score	County	Sponsor	Project Title	Requested Funding	Project Description
90.0	ALA	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865	Neighborhood Bike Routes from Coliseum BART (Snell Dr) to International Blvd BRT transitions to Class IIB buffered bike lanes to Eastmont Transit Center (Foothill Blvd/MacArthur) in Oakland, Alameda County, California
90.0	SF	SFMTA	Howard Streetscape Project*	\$ 23,691	On Howard St. in the City of San Francisco, from 4th through 11th streets. Howard Streetscape is a Complete Streets/Active Transportation Project that includes a road diet, reducing travel lanes from 3 or 4 to 2, adding 2-way bike lanes, ped priority signals, bulb-outs, crosswalks, green infrastructure and ped lighting—along 1-mile stretch of Howard St.
89.0	ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096	In the City of Alameda on Willie Stargell Avenue from Main Street to 550 feet east of 5th Street. Design and construct new separate bicycling and walking pathways with lighting and trees, install RRFB's and high visibility crossings, and create a partial protected intersection.
87.0	SM	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756	In (or near) the City of Menlo Park, on state route 114 (Willow Road) from SR 84 (Bayfront Expressway) to US 101. Construct pedestrian crossing improvements and a Class IV separated bikeway.
86.0	SM	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985	The Project is located in San Mateo County in the City of Half Moon Bay within Caltrans ROW along the east side of Highway 1 from Spindrift Way to Ruisseau Francais Avenue. A class I Bike Path, pedestrian bridge and intersection Improvements to close a gap in connectivity between existing Multi-use Trails.
<b>Total</b>				<b>\$ 53,393</b>	

\*SFMTA recently secured a Federal RAISE grant for the ATP request amount

**Attachment 3: List of Project Evaluators**

Metropolitan Transportation Commission

Regional Active Transportation Program – Cycle 6 List of Evaluators

**Table 1: Regional Active Transportation Program – Cycle 6 List of Evaluators**

<b>Affiliation</b>	<b>Description</b>
Alameda County Transportation Commission	County Transportation Agency
Alameda County Transportation Commission	County Transportation Agency
Alameda County Unincorporated Bike and Pedestrian Advisory Committee	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (1)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (2)	Bike & Pedestrian Safety
City of Concord	City
City of Dixon	City
City of Fremont	City
City of Napa	City
City of San Rafael	City
Contra Costa Transportation Authority	County Transportation Agency
Marin County Bicycle Coalition	Bike & Pedestrian Advocacy
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
Metropolitan Transportation Commission (4)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Advisory Council
MTC Policy Advisory Council (2)	Advisory Council
Napa Valley Transportation Authority	County Transportation Agency
Napa Valley Transportation Authority	County Transportation Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Advocacy
Silicon Valley Bicycle Coalition (2)	Bike & Pedestrian Advocacy

## Metropolitan Transportation Commission - Cycle 6 Regional Active Transportation Program

## List of Applications Received - Scores (Descending Score Order)

## Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
ALA	Oakland	Bancroft Avenue Greenway	\$ 34,675	\$ 29,311	102.0
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 32,683	\$ 25,000	101.0
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 120,947	\$ 19,500	100.0
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 33,477	\$ 17,200	99.0
SCL	VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$ 46,685	\$ 39,103	99.0
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 999	98.0
ALA	Berkeley	Addison Street Bicycle Boulevard Project	\$ 6,165	\$ 4,870	98.0
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	\$ 1,511	98.0
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 23,525	\$ 3,925	97.0
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 9,143	\$ 7,248	96.0
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 5,154	\$ 4,123	96.0
CC	CCPW	Pacifica Avenue Safe Routes to School Project	\$ 4,342	\$ 3,902	95.0
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 22,740	\$ 9,000	93.0
CC	Concord	Willow Pass Road Bikeway Project	\$ 4,058	\$ 2,835	93.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,075	\$ 1,500	93.0
ALA	BATA	West Oakland Link of the Bay Skyway	\$ 65,035	\$ 17,600	92.0
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 14,774	\$ 11,819	92.0
CC	CCPW	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$ 11,717	\$ 10,517	91.0
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 6,629	\$ 5,435	91.0
SCL	San Jose	Story-Keyes Complete Streets Project	\$ 41,098	\$ 3,656	91.0
ALA	Oakland	73rd Avenue Active Routes to Transit	\$ 27,586	\$ 18,865	90.0
SF	SFMTA	Howard Streetscape Project	\$ 49,435	\$ 23,691	90.0
ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,603	\$ 4,096	89.0
SM	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 4,756	\$ 3,756	87.0
SM	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 3,375	\$ 2,985	86.0
CC	Concord	Pine Hollow Road Complete Streets Project	\$ 9,800	\$ 8,672	85.0
CC	Pittsburg	Pittsburg Pedestrian and Bike Connectivity to BART	\$ 2,510	\$ 2,510	83.0
ALA	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 15,550	\$ 8,376	82.0
CC	CCPW	Market Avenue Complete Street	\$ 3,497	\$ 3,437	82.0
SF	SFMTA	Bayview Multimodal Community Corridor	\$ 15,445	\$ 12,325	81.0
SOL	Vacaville	Ulatis Transit to Downtown Connector	\$ 9,244	\$ 7,242	81.0
NAP	Napa	Imola Avenue Corridor Complete Streets Improvement Project	\$ 16,805	\$ 13,805	80.0
CC	CCPW	Fourth Street Crosswalk Enhancements	\$ 1,576	\$ 1,576	79.0
CC	Concord	Monument Boulevard Multimodal Corridor	\$ 19,704	\$ 15,743	79.0
SCL	Palo Alto	South Palo Alto Enhanced Bikeways Project	\$ 1,314	\$ 775	79.0
SCL	San Jose	2nd & 3rd Street De-Coupling and Complete Streets Project	\$ 24,587	\$ 21,768	79.0
ALA	Emeryville	Emeryville Loop	\$ 10,547	\$ 1,155	78.0
ALA	BART	Dublin/Pleasanton Bicycle and Pedestrian Access Improvements: Iron Horse Trail	\$ 14,870	\$ 8,405	77.0
CC	CCPW	Appian Way - Pedestrian Crossings and Sidewalk Gap Closure	\$ 3,265	\$ 3,265	76.0
MRN	Mill Valley	Safe Routes to Schools Pedestrian Gap Closure Project	\$ 3,486	\$ 3,486	76.0
ALA	Fremont	East Bay Greenway (Fremont BART to Irvington District)	\$ 9,745	\$ 8,612	75.0
CC	CCPW	Carquinez Middle School Trail Connection	\$ 4,868	\$ 4,459	75.0
SON	Petaluma	River Trail - Highway 101 Crossing Project	\$ 4,537	\$ 3,233	73.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancement Project	\$ 11,346	\$ 10,425	72.0
CC	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 3,751	\$ 2,998	71.0
SOL	Suisun City	McCoy Creek Trail Phase 3 Improvements Project	\$ 4,292	\$ 4,292	70.0
ALA	ACPW	D Street Bicycle, Pedestrian and Safe Routes Improvements	\$ 7,219	\$ 2,755	69.0
NAP	Napa County	Napa Valley Vine Trail between Yountville and St. Helena	\$ 29,890	\$ 15,000	69.0
SCL	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement Project	\$ 9,559	\$ 7,638	69.0
SCL	VTA	Homestead Road Safe Routes to School Project	\$ 15,400	\$ 13,848	68.0
SM	San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$ 15,255	\$ 11,955	66.0
SOL	Rio Vista	Airport Road Church Road Bike and Pedestrian Improvements	\$ 6,573	\$ 6,273	65.0
CC	Moraga	Camino Pablo Pedestrian and Bicycle Improvement Project	\$ 989	\$ 989	64.0
SM	Half Moon Bay	Eastside Parallel Trail South (Higgins Canyon to Miramontes Point)	\$ 250	\$ 250	63.0
SCL	Milpitas	Montague Expressway Pedestrian Overcrossing	\$ 24,700	\$ 10,800	58.0

**Color Key**

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
SOL	Fairfield	Travis Safe Routes to School and Transit Project	\$ 6,108	\$ 4,108	58.0
SOL	Benicia	ATP Cycle 6 Safe Routes to School Improvements	\$ 1,623	\$ 1,623	56.0
SCL	San Jose	Julian Street-Guadalupe Trail Connection	\$ 5,996	\$ 5,308	55.0
SOL	Solano County	Benicia Road Complete Streets Project	\$ 3,440	\$ 3,306	54.0
CC	Moraga	Moraga Rd and Canyon Rd Complete Streets	\$ 2,707	\$ 2,707	50.0
CC	Orinda	Camino Pablo Pathway	\$ 1,617	\$ 1,617	49.0
SM	South San Francisco	Hillside Pedestrian Connection Project	\$ 900	\$ 900	47.0
CC	Orinda	Safe Routes to School - Glorietta Elementary School Crossings Project	\$ 386	\$ 386	34.0

<b>63</b>	Applications Received	<b>Totals</b>	<b>\$ 900,539</b>	<b>\$ 508,469</b>
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**ATP Funding History Summary (2014 through 2023)**

State and Regional ATP Programs Cycles 1 through 6 (including staff recommendations)				
County	County Population % Share Within Region	All ATP Cycles Total \$ Awarded To Region by CTC and MTC	All ATP Cycles Total % Awarded To Region by CTC and MTC	% Differential (to population)
Alameda	21.7%	\$240.3	43.2%	21.5%
Contra Costa	15.2%	\$59.0	10.6%	-4.6%
Marin	3.4%	\$19.6	3.5%	0.1%
Napa	1.8%	\$10.7	1.9%	0.1%
San Francisco	11.1%	\$52.8	9.5%	-1.6%
San Mateo	9.8%	\$27.7	5.0%	-4.8%
Santa Clara	24.9%	\$82.5	14.8%	-10.0%
Solano	5.9%	\$24.4	4.4%	-1.5%
Sonoma	6.3%	\$38.7	7.0%	0.6%
<b>MTC</b>		<b>\$555.7</b>		

Regional ATP Programs Cycles 1 through 6 (including staff recommendations)				
(\$ millions)				
County	County Population % Share Within Region	Reg ATP Cycles Total \$ Awarded by MTC	Reg ATP Cycles Total % Awarded by MTC	% Differential (to population)
Alameda	21.7%	\$142.5	45.1%	23.4%
Contra Costa	15.2%	\$27.1	8.6%	-6.6%
Marin	3.4%	\$19.6	6.2%	2.8%
Napa	1.8%	\$7.1	2.2%	0.4%
San Francisco	11.1%	\$32.7	10.3%	-0.7%
San Mateo	9.8%	\$14.3	4.5%	-5.2%
Santa Clara	24.9%	\$24.2	7.6%	-17.2%
Solano	5.9%	\$11.4	3.6%	-2.3%
Sonoma	6.3%	\$37.3	11.8%	5.4%
<b>MTC</b>		<b>\$316.2</b>		

State ATP Programs Cycles 1 through 6						
(\$ millions)						
County	County Population % Share Within Region	ATP Cycles Total \$ Awarded by CTC	ATP Cycles Total % Awarded (within region)	% Differential (to population)	ATP Cycles Total % Awarded (statewide)	Capture Rate (funds requested/funds awarded)
Alameda	21.7%	\$97.7	30.9%	9.2%	5.05%	16.0%
Contra Costa	15.2%	\$31.8	10.1%	-5.1%	1.65%	11.3%
Marin	3.4%	\$0.0	0.0%	-3.4%	0.00%	0.0%
Napa	1.8%	\$3.6	1.1%	-0.7%	0.19%	6.6%
San Francisco	11.1%	\$20.1	6.4%	-4.7%	1.04%	13.9%
San Mateo	9.8%	\$13.4	4.2%	-5.6%	0.69%	6.4%
Santa Clara	24.9%	\$58.3	18.4%	-6.4%	3.01%	18.1%
Solano	5.9%	\$13.0	4.1%	-1.8%	0.67%	12.4%
Sonoma	6.3%	\$1.5	0.5%	-5.9%	0.08%	1.1%
<b>MTC</b>		<b>\$239.5</b>			<b>\$1,936.6</b>	

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC  
Revised: 01/25/23-C

ABSTRACT

Resolution No. 4487, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 6 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2023 Regional ATP Program of Projects

This resolution was amended via Commission action on January 25, 2023 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the revised 2023 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on August 17, 2023 and to update Attachment B, 2023 Regional ATP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 9, 2022, and January 11, 2023.

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 6 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4487

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

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

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

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

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

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

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

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

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

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

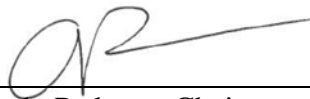
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on February 23, 2022.



Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC  
Revised: 01/25/23-C

Attachment A  
Resolution No. 4487  
Page 1 of 14

# **2023 Regional Active Transportation Program (ATP)**

**Cycle 6**

**Guidelines**

**February 23, 2022**

**MTC Resolution No. 4487  
Attachment A**

**Metropolitan Transportation Commission  
Programming and Allocations Section**  
<http://mtc.ca.gov/funding>

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC  
Revised: 01/25/23-C

Attachment A  
Resolution No. 4487  
Page 2 of 14

**2023 Regional Active Transportation Program (ATP) Cycle 6  
Guidelines  
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## **2023 Regional Active Transportation Program Cycle 6 Guidelines**

### **Background**

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 6 ATP which are expected to be adopted on March 16, 2022. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 6 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 23, 2022, for final consideration by the CTC on March 16, 2022.

### **Development Principles**

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings and balances in the 40% Large MPO programs remain within the regional programs, consistent with

federal guidance on the Surface Transportation Block Grant (STBG) Transportation Alternatives set-aside.

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

### **CTC Guidelines**

The CTC Statewide ATP Guidelines are expected to be adopted on March 16, 2022, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

### **ATP Development Schedule**

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

### **ATP Regional Shares**

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 6 of ATP funding (FY 2023-24 through FY 2026-27), consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

### **Public Involvement Process**

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

### **ATP Projects in the Transportation Improvement Program (TIP)**

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2023, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

### **Deviations from Statewide Policies**

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

**1. Application Process and Additional Regional Screening/Evaluation Criteria**

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or to both. Sponsors applying to the State ATP program, the Regional ATP program, or both the state and regional programs must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

**2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities**

*Definition*

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities". MTC updated the Equity Priority Communities (EPCs) definition in 2020 as a part of *Plan Bay Area 2050* Equity Framework. To meet the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's EPC definition.

MTC's Equity Priority Communities are defined as those census tracts that have a concentration of both people of color and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

<b>Disadvantage Factor</b>	<b>% of Regional Population</b>	<b>Concentration Threshold</b>
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	21%	28%
3. Limited English Proficiency Population	8%	12%
4. Zero-Vehicle Households	9%	15%
5. Seniors 75 Years and Over	6%	8%
6. People with Disability	10%	12%
7. Single-Parent Families	13%	18%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, 21% of the region's population is located in Equity Priority Communities. MTC's Equity Priority Communities definition of Disadvantaged Communities meets the State's legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Equity Priority Communities definition and methodology are included in the *Plan Bay Area 2050* Equity Analysis Report, available online at

<https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/>. The last link also includes a static map of the EPC locations. An interactive online map is available at <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050>.

### *Community-Based Transportation Plans (CBTPs)*

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

### *Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan*

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a

Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP). The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

### **3. Match Requirement**

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

### **4. Large Funding Requests**

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million without a scalability strategy.

### **5. Contingency Project List**

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 6 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

## **Application Process**

### **Project Application**

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must submit an electronic Project Programming Request (ePPR) form provided by Caltrans for all projects. The ePPR must be submitted electronically in

CalSMART. All application materials, in the form of 1 electronic copy must be received by MTC no later than June 15, 2022, to be considered.

**Additional Project Screening Criteria, Including Readiness**

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
  
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC’s Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
  
- C. One Bay Area Grant (OBAG) 3 Requirements.**
  - a. Consistency with OBAG 3 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) by December 31, 2023. Jurisdictions without a certified general plan housing element will be ineligible for future regional ATP cycles until they comply.. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year.
  - b. Consistency with OBAG 3 Local Road Safety Plan Policy. To reinforce the region’s focus on safety, cities and counties will be required to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG 3 Local Road Safety Plan Policy by December 31, 2023. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for future regional ATP cycles until they comply.. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.
  
- D. Transit Agency Coordination.** Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate “no impact.” Otherwise,



an application may be disqualified based on a lack of coordination with affected transit operators.

### **Additional Project Evaluation Criteria**

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**  
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2050*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2050* Health and Safety goals & Transportation strategies.
  - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
  - Bay Trail build-out
  - Regional active transportation network build-out
  - Gap closures in the regional active transportation network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Demonstration of meeting regional project delivery requirements
  - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**  
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
  - Photocopy of the approved environmental document cover and executive summary;
  - Link to the approved environmental document available online;
  - Full soft copy of the environmental document provided on the electronic copy of the application;
  - Documentation from Caltrans regarding environmental approval; and/or
  - Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.
- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**

Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than December 1, 2023. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- **Deliverability Determination. (0 or -5 points)**

MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 6 (FY 2023-24 through FY 2026-27) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 6 will be held harmless.

### **Additional Regional Policies**

#### **Title VI Compliance**

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

#### **MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy**

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2023. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

#### **MTC Resolution No. 3765 Compliance – Complete Streets Checklist**

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <https://mtc.ca.gov/planning/transportation/complete-streets>. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the regional active transportation network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating

bicycles and non-motorized travel, is available on MTC's Web site at: <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility>. MTC is currently developing the Regional Active Transportation Plan and updating MTC's Complete Streets Policy later this year. Future ATP cycle guidelines will align with the Regional Active Transportation Plan and be consistent with the updated Complete Streets Policy, and we urge early alignment and compliance from applicants where feasible.

<b>METROPOLITAN TRANSPORTATION COMMISSION (MTC)</b> <b>2023 Regional Active Transportation Program (rATP) Cycle 6</b> <b>Appendix A-1: ATP Development Schedule (Subject to Change)</b> <b>February 23, 2022</b>	
January 2022	CTC released draft ATP Guidelines
January 2022	Draft Regional ATP Guidelines presented to Working Groups
February 9, 2022	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 23, 2022	MTC Commission adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 16, 2022	<b>CTC adoption of State ATP Guidelines</b> <b>CTC adoption of MTC's Regional ATP Guidelines</b>
March 16, 2022	<b>CTC released ATP Call for Projects for Statewide Competitive Program</b> <b>MTC released ATP Call for Projects for Regional Program</b>
June 15, 2022	<b>State Quick-build Pilot Program Applications Due to CTC (Statewide Program)</b>
June 15, 2022	<b>State ATP Applications Due to CTC (Statewide Program)</b> <b>Regional ATP Applications Due to MTC (Regional Program)</b>
September 15, 2022	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
October 2022	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2022	<b>ATP Statewide Quick-build Pilot Program Adoption:</b> CTC scheduled to adopt the statewide quick-build pilot program
December 7, 2022	<b>ATP Statewide Program Adoption:</b> CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
January 4, 2023	MTC releases staff recommendation for ATP Regional Program
January 2023	Working Group discussions of staff recommendations
January 11, 2023	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 25, 2023	<b>ATP Regional Program Adoption:</b> MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2023	<b>TIP Amendment Deadline:</b> Successful ATP project sponsors to submit 2023 TIP Amendment, including Resolution of Local Support
March 15, 2023	<b>CTC Approval of ATP Regional Program</b>
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25
January 31, 2026	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2025-26
January 31, 2027	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2026-27

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)  
2023 Regional Active Transportation Program (ATP) Cycle 6**

**Appendix A-2: MTC ATP Regional Share Targets**

**Cycle 6 Program - FY 2023-24 through FY 2026-27**

*ATP Regional Share*

All numbers in thousands

<b>Fund Source</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>Total</b>
Federal (TAP, Recreational Trails, Other)	\$4,130	\$4,331	\$7,946	\$7,946	\$24,354
State	\$30,425	\$30,425	\$25,970	\$25,969	\$112,789
SB1			\$2,960	\$2,960	\$5,919
<b>Total ATP Regional Share</b>	<b>\$34,555</b>	<b>\$34,756</b>	<b>\$36,875</b>	<b>\$36,875</b>	<b>\$143,062</b>

*State's 25% Disadvantaged Communities Minimum Requirement*

<b>Classification</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>Total</b>
25% - Benefiting Disadvantaged Communities	\$8,639	\$8,689	\$9,219	\$9,219	\$35,765
75% - Anywhere in the Region	\$25,916	\$26,067	\$27,656	\$27,656	\$107,296
<b>Total ATP Regional Share</b>	<b>\$34,555</b>	<b>\$34,756</b>	<b>\$36,875</b>	<b>\$36,875</b>	<b>\$143,062</b>

**METROPOLITAN TRANSPORTATION COMMISSION (MTC)**  
**2023 Regional Active Transportation Program (ATP) Cycle 6**

**Appendix A-3: Regional ATP Project Application**

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
  - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
  - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
  - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>
  - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
    - i. Equity Priority Community benefit evidence
    - ii. Scalability plan for applications requesting more than \$10 million.
    - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
    - iv. Regional active transportation network
    - v. OBAG 3 Complete Streets Policy, Housing Element compliance, and Local Road Safety Plan compliance
    - vi. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
    - vii. Community-Based Transportation Plan evidence
    - viii. Transit Agency Coordination evidence
3. Electronic Project Programming Request (ePPR) form
  - a. Available at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
  - a. Available at: <https://mtc.ca.gov/planning/transportation/complete-streets>
  - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2023.

**Attachment B**  
**Metropolitan Transportation Commission**  
**2023 Active Transportation Program (ATP)**  
**Cycle 6**  
**FY 2023-24 through FY 2026-27**  
**Regional ATP Cycle 6 Program of Projects**

MTC Resolution No. 4487  
Attachment B  
Adopted: 02/23/22-C  
Revised: 01/25/23-C

**Regional ATP Cycle 6 Projects (in order by county)**

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000
Alameda	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999
Alameda	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200
Alameda	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500
Alameda	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000
Alameda	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511
Alameda	Oakland	Bancroft Avenue Greenway	\$ 29,311
Contra Costa	Concord	Willow Pass Road Bikeway Project	\$ 2,835
Contra Costa	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248
Marin	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500
Marin	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123
Marin	San Rafael	San Rafael Canal Crossing Project	\$ 3,925
San Mateo	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435
Santa Clara	San Jose	Story-Keyes Complete Streets Project	\$ 3,656
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819
<b>TOTAL:</b>			<b>\$143,062</b>

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**Regional ATP Cycle 6 Contingency List (in descending score order)**

County	Implementing Agency	Project	Regional ATP
Alameda	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865
San Francisco	SFMTA	Howard Streetscape Project	\$ 23,691
Alameda	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096
San Mateo	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756
San Mateo	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985
<b>TOTAL:</b>			<b>\$53,393</b>

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