

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 17-18, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.7, Action

Prepared By: Beverley Newman-Burckhard  
Assistant Deputy Director

Published Date: May 5, 2023

Subject: 2023 Active Transportation Program Metropolitan Planning Organization Component for the Metropolitan Transportation Commission, Resolution G-23-37

## **Recommendation:**

Staff recommends that the California Transportation Commission (Commission) adopt the 2023 Active Transportation Program Metropolitan Planning Organization component for the Metropolitan Transportation Commission (MTC), in accordance with the resolution in Attachment A and staff recommendations in Attachment B. Commission staff recommendations align with the Metropolitan Transportation Commission's recommendations.

## **Issue:**

Staff recommends 15 projects for funding, totaling \$143.062 million in Active Transportation Program funding with total project costs of \$353.489 million. All recommended projects in the Metropolitan Transportation Commission's program of projects benefit disadvantaged communities, 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 and funds distributed to each metropolitan planning organization must benefit disadvantaged communities.

Two projects included in the staff recommendations are recommended for partial funding of their original Active Transportation Program requests. The San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County project will receive \$17.2 million of its original \$26.777 million request. The project sponsor was able to secure additional local and federal funds through the Metropolitan Transportation Commission's One Bay Area Grant 3 program to fully fund the project. The City of San Jose's Story-Keyes Bikeway project was at the scoring threshold for funding in the Metropolitan Transportation Commission's regional competition and will receive \$3.656 million of its original \$36.386 million request. The City of San Jose was able to secure the remaining funds through the One Bay Area Grant 3 program to fully fund the project.

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 (MPOs) With Large Urbanized Areas) and the following:

- Funding levels identified in the Amended 2023 Active Transportation Program Fund Estimate
- Eligibility for the program
- Metropolitan Transportation Commission's adopted 2023 Active Transportation Program Regional Guidelines
- Statutory requirements

#### 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.

Under the 2023 Active Transportation Program Guidelines, a metropolitan planning organization may 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, weighting, minimum project size, 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 for the Metropolitan Transportation Commission at its March 2022 meeting. These Regional Guidelines allow for different project selection criteria and for the Metropolitan Transportation Commission to issue a supplemental call for projects. The Metropolitan Transportation Commission's project selection process is outlined in their adopted 2023 Active Transportation Program Regional Guidelines, included in Attachment C.

#### Project Examples

The 15 recommended projects include a broad range of active transportation infrastructure improvements, including over 33 miles of new bikeways, sidewalks, high-visibility crosswalks, intersection bike boxes, shade trees, bike racks, benches, lighting improvements, Americans with Disabilities Act-compliant curb ramps, and bus boarding islands. Example projects include:

- **Alameda County – San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County (\$17.2 million):** This project will serve the unincorporated Eden Area of Alameda County, which is home to several low-income communities that lack active transportation facilities. Community members are disproportionately burdened by pollution, lack access to green space, and often reside in food deserts where it is difficult to access grocery stores. This project includes over six miles of separated Class I path, 1.3 miles of on-street protected Class IV bikeways, seven active transportation bridges, enhanced crosswalks, benches, shade trees, and lighting improvements. In addition, the project will implement a student-led

non-infrastructure element that includes a bike lending program at school and walking and biking skills courses. Once constructed, the project will connect residents to ten schools, transit stops, the local library, a senior center, a community center, supermarkets, four affordable housing complexes, and 11 childcare providers.

- City of Berkeley - Washington Elementary and Berkeley High Safe Routes to School Project (\$1.51 million):** This project will serve a low-income community with a high proportion of zero-vehicle households, seniors, persons with disabilities, and residents with limited English proficiency. The project includes high-visibility crosswalks, pedestrian signal heads, leading pedestrian interval timing improvements, and improvements to school drop-off/pick-up zones. Once constructed, the project will provide safer connections to schools, the local library, city hall, parks, the farmers’ market, transit, and health care facilities.
- City of Healdsburg – Healdsburg Avenue Complete Streets Project (\$11.82 million):** This project will benefit a low-income community with limited access to health care, low school enrollment, and limited transportation options. The project includes three miles of protected Class IV bikeways, over two miles of widened sidewalks, crosswalks, shade trees, and American with Disabilities Act-compliant curb ramps. In addition to schools, parks, the hospital, and the places of worship, the project will connect residents to the community center, which serves as the primary location for local meetings and activities. The community center’s programs include food bank distribution, a wellness clinic, a community garden, a teen center, and COVID-19 testing.

Programming Recommendations

The following table provides a summary of proposed programming recommendations with 100 percent of the funding benefitting disadvantage communities. The funding amounts are represented in thousands:

MPO	# of Proj.	21-22	22-23	23-24	24-25	Total ATP Funding	Fund Est. Target	Under / (Over) Target
MTC	15	\$33,134	\$37,596	\$15,985	\$56,347	\$143,062	\$143,062	\$0

**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 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 proposed a one-time, \$2 billion augmentation in March 2021 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. The Commission adopted the Addendum to the 2023 Active Transportation Program and a revised fund estimate at its August 2022 meeting, 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. After the adoption of the Metropolitan Transportation Commission's program of projects totaling \$143.062 million, the Commission will program the remaining \$539.754 million to the other nine large metropolitan planning organizations at its June 28-29, 2023 meeting.

Attachments:

- Attachment A: Resolution G-23-37
- Attachment B: 2023 Active Transportation Program Metropolitan Planning Organization Component Recommendations for the Metropolitan Transportation Commission
- Attachment C: 2023 Active Transportation Program Metropolitan Planning Organization Submittal & Guidelines for Metropolitan Transportation Commission
- [Metropolitan Transportation Commission Project Programming Requests \(Link\)](#)

**CALIFORNIA TRANSPORTATION COMMISSION  
2023 Active Transportation Program  
Metropolitan Planning Organization Component  
Metropolitan Transportation Commission**

**RESOLUTION G-23-37**

- 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 2023 Active Transportation Program Guidelines were adopted 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**, of the \$682.816 million apportioned to the Metropolitan Planning Organization component in the Amended 2023 Active Transportation Program Fund Estimate, \$143.062 million is apportioned in the Metropolitan Transportation Commission; and
- 1.7 **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
- 1.8 **WHEREAS**, the Commission adopted the 2023 Active Transportation Program Statewide and Small Urban and Rural components on December 7, 2022; and
- 1.9 **WHEREAS**, the staff recommendations for the 2023 Active Transportation Program Metropolitan Planning Organization component for the Metropolitan Transportation Commission were published and made available to the public on February 28, 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 May 17-18, 2023 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the 2023 Active Transportation Program Metropolitan Planning Organization component for the Metropolitan Transportation Commission, which includes \$143.062 million in funding for 15 projects, 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 for the Metropolitan Transportation Commission is not an authorization to begin work on that project. Contracts may not be awarded, nor work begin until an allocation is approved by the Commission for a project in the adopted program; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2023 Active Transportation Program Metropolitan Planning Organization component for the Metropolitan Transportation Commission must comply with the 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 in order 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 for the Metropolitan Transportation Commission program of projects on the Commission’s website.

**California Transportation Commission  
2023 Active Transportation Program  
MPO Component  
Metropolitan Transportation Commission  
Staff Recommendations (\$1000s)**

Reference No.: 4.7  
May 17-18, 2023  
Attachment B

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	State Score (Out of 100)	Regional Score (Out of 110)
4-Oakland, City of-1^	Bancroft Avenue Greenway	Alameda	\$ 34,675	\$ 29,311	\$ -	\$ 5,446	\$ -	\$ 23,865	\$ -	\$ 5,446	\$ -	\$ 23,865	\$ -	Large Infrastructure	X	X	88	102
4-Alameda County-2^	Mission Boulevard Safe and Complete Street for Active Transportation	Alameda	\$ 32,683	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	Large Infrastructure	X	X	87	101
4-Alameda County Transportation Commission-1^	East Bay Greenway Multimodal, Phase 1	Alameda	\$ 120,947	\$ 19,500	\$ -	\$ 19,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,500	\$ -	Large Infrastructure	X		74	100
4-Alameda County-3†^	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	Alameda	\$ 33,477	\$ 17,200	\$ -	\$ -	\$ -	\$ 17,200	\$ -	\$ -	\$ -	\$ 17,200	\$ -	Large Infrastructure + Non-Infrastructure	X	X	87	99
4-Alameda County-4	Oakland Making Moves: Active Oakland Neighborhoods	Alameda	\$ 1,000	\$ 999	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 999	Non-Infrastructure	X	X	88	98
4-Berkeley, City of-2	Washington Elementary and Berkeley High SR2S Project	Alameda	\$ 1,511	\$ 1,511	\$ 30	\$ 150	\$ 1,331	\$ -	\$ 30	\$ 150	\$ -	\$ 1,331	\$ -	Small Infrastructure	X	X	88	98
4-San Rafael, City of-2	Canal Neighborhood Active Transportation Enhancements Project	Marin	\$ 5,154	\$ 4,123	\$ 158	\$ 630	\$ -	\$ 3,335	\$ 158	\$ 630	\$ -	\$ 3,335	\$ -	Medium Infrastructure	X	X	76	97
4-San Rafael, City of-1^	San Rafael Canal Crossing Project	Marin	\$ 23,525	\$ 3,925	\$ -	\$ 1,575	\$ -	\$ 2,350	\$ 1,575	\$ 2,350	\$ -	\$ -	\$ -	Large Infrastructure	X	X	72	97
4-San Pablo, City of-1	Broadway-El Portal Safe Routes Project, City of San Pablo	Contra Costa	\$ 9,143	\$ 7,248	\$ 12	\$ 1,295	\$ -	\$ 5,941	\$ 12	\$ 1,295	\$ -	\$ 5,941	\$ -	Medium Infrastructure + Non-Infrastructure	X	X	85	96
4-Alameda County Transportation Commission-2^	San Pablo Avenue Safety and Bus Bulbs Project	Alameda	\$ 22,740	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	Large Infrastructure	X		81	93
4-Concord, City of-1	Willow Pass Road Bikeway Connection Project	Contra Costa	\$ 4,058	\$ 2,835	\$ -	\$ -	\$ 2,835	\$ -	\$ -	\$ -	\$ -	\$ 2,835	\$ -	Medium Infrastructure	X	X	81	93
4-Corte Madera, Town of-1	Central Marin Regional Pathways Gap Closure Project	Marin	\$ 2,075	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Small Infrastructure	X	X	76	93
4-Healdsburg, City of-1^	Healdsburg Avenue Complete Streets Project	Sonoma	\$ 14,774	\$ 11,819	\$ -	\$ -	\$ 11,819	\$ -	\$ -	\$ -	\$ -	\$ 11,819	\$ -	Large Infrastructure	X		87	92
4-San Mateo County-1	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	San Mateo	\$ 6,629	\$ 5,435	\$ 5,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,435	\$ -	Medium Infrastructure	X	X	83	91
4-San Jose, City of-1§^	Story-Keyes Bikeway Project	Santa Clara	\$ 41,098	\$ 3,656	\$ -	\$ -	\$ -	\$ 3,656	\$ -	\$ -	\$ -	\$ 3,656	\$ -	Large Infrastructure	X		81	91
			<b>\$ 353,489</b>	<b>\$ 143,062</b>														

Notes
^Project requires baseline agreement.
†Alameda County requested \$26,777,000 for the San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County and will only receive \$17,200,000 from the Active Transportation Program. However, the remainder of the project will be funded through local and federal funds.
§The City of San Jose requested \$36,386,000 for the Story-Keyes Bikeway Project and will only receive \$3,656,000 from the Active Transportation Program. However, the remainder of the project will be funded with federal funds.

Abbreviations, Acronyms, and Initialisms
<b>CON:</b> Construction Phase
<b>DAC:</b> Disadvantaged Community
<b>MPO:</b> Metropolitan Planning Organization
<b>NI:</b> Non-Infrastructure
<b>PA&amp;ED:</b> Environmental Phase
<b>PS&amp;E:</b> Plans, Specifications & Estimates Phase
<b>R/W:</b> Right-of-Way Phase
<b>SRTS:</b> Safe Routes to School Project

# 2023 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM (rATP)

## Cycle 6

**MTC Resolution No. 4487, Revised**

For the Nine-County San Francisco Bay Area Region  
Fiscal Year 2023-24 through FY 2026-27



METROPOLITAN  
TRANSPORTATION  
COMMISSION

*January 25, 2023*

<http://mtc.ca.gov/atp>

**METROPOLITAN TRANSPORTATION COMMISSION**

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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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Napa County and Cities

February 10, 2023

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Transportation Agency

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*Brad Paul*  
Deputy Executive Director,  
Local Government Services

Mitchell Weiss, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 – MS 52  
Sacramento, CA 95814

Attention: Laurie Waters, Associate Deputy Director

Dear Executive Director Weiss:

With this letter, I am pleased to transmit MTC's adopted program of projects for the 2023 Regional Active Transportation Program (rATP), Cycle 6.

The 2023 ATP Fund Estimate, as revised, identified \$143 million of programming capacity to the region. Following the competitive Call for Projects, MTC staff received 63 applications requesting \$544 million. Based on a thorough evaluation by MTC's multi-disciplinary evaluation committee, MTC adopted the Cycle 6 rATP on January 25, 2023. The Bay Area regional program includes 15 projects with 100% of the funds benefitting disadvantaged communities. MTC requests that the CTC approve MTC's rATP project list at its meeting in March 2023.

As allowed by our Regional Guidelines adopted in February 2022, MTC also adopted a list of contingency projects in case there are any project failures or savings. The Contingency List includes nine projects totaling \$53 million and is listed in priority order.

Please feel free to contact me at (415) 778-6772, or Karl Anderson at (415) 778-6645 if you need further information about our regional program. We look forward to working with you in finalizing the 2023 rATP and delivering the selected projects.

Sincerely,

Theresa Romell  
Section Director, Funding Policy and Programs  
Metropolitan Transportation Commission

TR:KA

cc: Cathy McKeon, Caltrans HQ  
Dina El-Tawansy, Caltrans District 4

Attachments: MTC Cycle 6 Regional ATP Program

**Metropolitan Transportation Commission  
2023 Active Transportation Program  
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
MTC	4-Alameda County-2	ALA	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 32,683	\$ 25,000	\$ 25,000							\$ 17,846		\$ 17,846	Large Infrastructure	X	X		Con Phase is funded with SHA and FTF
			State funds										\$ 17,846		\$ 17,846					
			Federal (FTF) funds										\$ 7,154		\$ 7,154					
MTC	4-Alameda County-4	ALA	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 999	\$ 999									\$ 999	NI Only	X	X		
			State funds												\$ 999					
			Federal (FTF) funds												\$ -					
MTC	4-Alameda County-3	ALA	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 33,477	\$ 17,200				\$ 17,200						\$ -	Large Combo	X	X		Project funding plan changed. The difference in the amount programmed vs requested will be funded by local and other federal funds.
			State funds												\$ -					Full scope will be delivered
			Federal (FTF) funds										\$ 17,200		\$ 17,200					
MTC	4-Alameda County Transportation Commission-1	ALA	East Bay Greenway Multimodal, Phase 1	\$ 120,947	\$ 19,500		\$ 19,500								\$ -	Large Infrastructure	X			
			State funds										\$ 19,500		\$ 19,500					
			Federal (FTF) funds												\$ -					
MTC	4-Alameda County Transportation Commission-2	ALA	San Pablo Avenue Safety Enhancements and Transit Bubs Project	\$ 22,740	\$ 9,000		\$ 9,000								\$ -	Large Infrastructure	X			
			State funds										\$ 9,000		\$ 9,000					
			Federal (FTF) funds												\$ -					
MTC	4-Berkeley, City of-2	ALA	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	\$ 1,511	\$ 30	\$ 150	\$ 1,331							\$ -	Small Infrastructure	X	X		
			State funds			\$ 30	\$ 150	\$ 1,331							\$ 1,511					
			Federal (FTF) funds												\$ -					
MTC	4-Oakland, City of-1	ALA	Bancroft Avenue Greenway	\$ 34,675	\$ 29,311		\$ 5,446								\$ -	Large Infrastructure	X	X		
			State funds										\$ 5,446		\$ 29,311					
			Federal (FTF) funds												\$ -					
MTC	4-Concord, City of-1	CC	Willow Pass Road Bikeway Project	\$ 4,056	\$ 2,835			\$ 2,835							\$ -	Medium Infrastructure	X	X		Updated since original submittal
			State funds										\$ 2,835		\$ 2,835					Move PA&ED funds to CON in FY26
			Federal (FTF) funds												\$ -					
MTC	4-San Pablo, City of-1	CC	Broadway-El Portal Safe Routes (BESR) Project	\$ 9,143	\$ 7,248	\$ 12	\$ 1,295		\$ 5,941						\$ -	Medium Combo	X	X		
			State funds			\$ 12	\$ 1,295		\$ 5,941						\$ 7,248					
			Federal (FTF) funds												\$ -					
MTC	4-Corte Madera, Town of-1	MRN	Central Marin Regional Pathways Gap Closure Project	\$ 2,075	\$ 1,500	\$ 1,500									\$ -	Small Infrastructure	X	X		
			State funds										\$ 1,500		\$ 1,500					
			Federal (FTF) funds												\$ -					
MTC	4-San Rafael, City of-2	MRN	Canal Neighborhood Active Transportation Enhancements Project	\$ 5,154	\$ 4,123	\$ 158	\$ 630		\$ 3,335						\$ -	Medium Infrastructure	X	X		
			State funds			\$ 158	\$ 630		\$ 3,335						\$ 4,123					
			Federal (FTF) funds												\$ -					
MTC	4-San Rafael, City of-1	MRN	San Rafael Canal Crossing Project	\$ 23,525	\$ 3,925		\$ 1,575		\$ 2,350						\$ -	Large Infrastructure	X	X		Updated since original submittal
			State funds						\$ 1,575						\$ 3,925					Move PA&ED funds from FY24 to FY25
			Federal (FTF) funds												\$ -					
MTC	4-San Mateo County-1	SM	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 6,629	\$ 5,435	\$ 5,435									\$ -	Medium Infrastructure	X	X		
			State funds										\$ 5,435		\$ 5,435					
			Federal (FTF) funds												\$ -					
MTC	4-San Jose, City of-1	SCL	Story-Keyes Complete Streets Project	\$ 41,098	\$ 3,656				\$ 3,656						\$ -	Large Infrastructure	X			Project funding plan changed. The difference in the amount programmed vs requested will be funded by other federal funds.
			State funds						\$ 3,656						\$ 3,656					Full scope will be delivered
			Federal (FTF) funds												\$ -					Project was at the regional cut off line
MTC	4-Healdsburg, City of-1	SON	Healdsburg Avenue Complete Streets Project	\$ 14,774	\$ 11,819			\$ 11,819							\$ -	Large Infrastructure	X			Updated since original submittal
			State funds						\$ 11,819						\$ 11,819					Move CON funds to FY26
			Federal (FTF) funds												\$ -					

**Total** \$ 353,489 \$ 143,062 \$ 33,134 \$ 37,596 \$ 15,985 \$ 56,347

	FTF	STATE	Total
MTC Fund estimate totals	\$24,354	\$118,708	\$143,062
Program funding totals	\$ 24,354	\$ 118,708	\$ 143,062
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 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

## INTRODUCTION



**METROPOLITAN TRANSPORTATION COMMISSION**  
**2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (rATP)**  
**CYCLE 6**

**INTRODUCTION**  
**JANUARY 25, 2023**

Attached is the Metropolitan Transportation Commission's (MTC's) proposal for the 2023 Regional Active Transportation Program (rATP). The State established the Active Transportation Program (ATP) in September 2013. Current law distributes ATP funding as follows:

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

MTC is responsible for developing the region's guidelines for the Regional ATP, and for submitting the projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC's Regional ATP Guidelines on February 23, 2022, and applications for the Regional Program were due to MTC by June 15, 2022. About \$143 million is available for programming under the 2023 (Cycle 6) Regional ATP.

MTC received 63 applications requesting over \$544 million in response to the Regional ATP Call for Projects. Of these, Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. The State funded six applications through the Statewide Competitive ATP. MTC staff worked with a multi-disciplinary group of evaluators to score and rank the applications.

MTC's 2023 rATP submittal includes the following sections:

- 2023 rATP Project Lists
- MTC Regional ATP Guidelines and Program Adoption– MTC Resolution No. 4487, Revised
- Project Programming Request (PPR) Forms for all selected projects

The projects are consistent with the Guidelines set forth in MTC Resolution No. 4487, Revised, the Statewide ATP Guidelines adopted by the CTC in March 2022, and MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2050*, which was developed pursuant to Government Code Section 65080.

**2023 rATP Project Screening**

MTC staff performed an initial screening check on all received applications and determined that all submissions were eligible and met the deadline.

**Application Summary**

The applications MTC received for the Regional ATP Call for Projects are broken down by county in Table 1, below. The full list is included in Attachment 1 to this Introduction.

**Table 1: Applications Received by County**

County	Number of Applications Submitted	% of Total	Amount of ATP Funding Requested (\$1,000s)	% of Total
Alameda	16	25%	\$180,255	33%
Contra Costa	16	25%	\$72,861	13%
Marin	4	6%	\$13,034	2%
Napa	2	3%	\$28,805	5%
San Francisco	2	3%	\$36,016	7%
San Mateo	6	10%	\$25,281	5%
Santa Clara	8	13%	\$135,626	25%
Solano	6	10%	\$26,844	5%
Sonoma	3	5%	\$25,477	5%
<b>Total</b>	<b>63</b>	<b>100%</b>	<b>\$544,199</b>	<b>100%</b>

**Project Selection**

Per the State Competitive ATP Guidelines, MTC solicited volunteer assistance to evaluate the Regional ATP program. The 22-member multi-disciplinary evaluation committee was composed of staff representatives from county and city government, transit operators, non-profit advocacy organizations, as well as MTC and other regional agencies, with all nine Bay Area Counties represented (see Attachment 2 for the list of agencies that the advisory committee members represented).

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

The MTC review team used the same evaluation form and scoring criteria as the Statewide Competitive ATP, plus an additional 10 maximum points for consistency with MTC’s complete streets policy, vision zero policy, environmental documentation, and regional priorities, such as consistency with MTC’s Safe Routes to School Program, Bay Trail and Regional Bike Network build-out, and multi-jurisdictional projects. The maximum total regional score possible is 110.

**Statewide Competitive ATP Program Results**

Concurrent with the Regional ATP process, the CTC released the staff recommendations for the Statewide Competitive ATP projects on October 20, 2022. At its December 7-8, 2022 meeting, CTC approved funding six projects in the MTC region totaling approximately \$88 million in

ATP funds, out of a statewide program of \$853 million. MTC removed those six projects selected by the state from further Regional ATP evaluation.

**Table 2: Approved Statewide ATP Projects in the Bay Area (Alphabetical Order)**

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>

**Regional ATP Project Selection**

MTC considered the remaining projects that were not selected for programming in the statewide competition. However, seven applicants failed to submit MTC’s required regional supplemental application. MTC deemed these applications unresponsive for the regional competition.

Based on the evaluation team’s consensus score of each application, MTC ranked all remaining applications from highest to lowest. MTC approved funding the highest-scoring projects, which are detailed in Table 4 on the next page. Further analysis of the adopted rATP is included in Table 5.

On January 25, 2023, MTC adopted the 2023 Regional ATP program of projects, which fully funds fourteen projects and partially funds one project for a total of \$143 million.

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. MTC approved 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 MTC’s One Bay Area Grant 3 (OBAG3) program call for projects. The Story-Keyes Complete Streets project scored highly in the OBAG3 evaluation process and MTC approved funding the project’s remaining need. MTC staff expects the full project benefits to be delivered as the funding plan will be complete between the approved funding in the Regional ATP and OBAG 3 programs.

Caltrans Eligibility Determination Pending

Caltrans performed an examination of scope eligibility and deliverability for all projects applying for ATP funds, and flagged potential issues for further review. During this review Caltrans did not find any significant eligibility or deliverability concerns for the adopted projects.

METROPOLITAN TRANSPORTATION COMMISSION  
 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

**Table 4: MTC’s Adopted 2023 Regional ATP – January 25, 2023 (Alphabetical Order)**

<b>County</b>	<b>Sponsor</b>	<b>Project</b>	<b>ATP Amount (\$1,000s)</b>
Alameda	Alameda County Public Works	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000
Alameda	Alameda County Public Works	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999
Alameda	Alameda County Public Works	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200
Alameda	Alameda County Transportation Commission	East Bay Greenway Multimodal, Phase 1	\$ 19,500
Alameda	Alameda County Transportation Commission	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000
Alameda	City of Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511
Alameda	City of Oakland	Bancroft Avenue Greenway	\$ 29,311
Contra Costa	City of Concord	Willow Pass Road Bikeway Project	\$ 2,835
Contra Costa	City of San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248
Marin	Town of Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500
Marin	City of San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123
Marin	City of 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	City of San Jose	Story-Keyes Complete Streets Project*	\$ 3,656
Sonoma	City of Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819
<b>Total</b>			<b>\$143,062</b>

\* Indicates project will receive partial funding

**Table 5: MTC 2023 Regional ATP – Analysis of Adopted Program of Projects**

METROPOLITAN TRANSPORTATION COMMISSION  
2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

County	Number of Regional ATP Projects	% of Total	Amount of Regional ATP (\$1,000s)	% of Total
Alameda	7	46.7%	\$102,521	71.7%
Contra Costa	2	13.3%	\$10,083	7.0%
Marin	3	20.0%	\$9,548	6.7%
San Mateo	1	6.7%	\$5,435	3.8%
Santa Clara	1	6.7%	\$3,656	2.6%
Sonoma	1	6.7%	\$11,819	8.3%
<b>Total</b>	<b>15</b>	<b>100%</b>	<b>\$143,062</b>	<b>100%</b>

*Broad Spectrum of Projects Benefiting Bicyclists and Pedestrians*

The selected project list of eight projects represents a broad spectrum of projects that benefit pedestrians and bicyclists. Funding includes almost \$99 million of rATP funds for projects that promote safe walking and bicycling to schools (Safe Routes to School type projects). Other project types include regional trail connections and completions (including the East Bay Greenway Multimodal, Phase 1 project in Alameda County and the Story-Keyes Complete Streets project in Santa Clara County), complete streets improvements (Alameda, Contra Costa, and San Mateo Counties), and safety improvements for bicyclists and pedestrians.

**Contingency Project List**

As approved in MTC’s Regional ATP Guidelines, MTC also adopted a list of contingency projects, ranked in priority order based on the project’s evaluation score and tiebreak priority. MTC intends to fund projects on the contingency list should there be any project failures or savings in the 2023 (Cycle 6) Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency projects are listed under Table 6.

**Table 6: MTC 2023 Regional ATP – Contingency List (Score Order)**

MTC Score	County	Sponsor	Project	Contingency Amount (\$1,000s)
90.0	Alameda	Oakland	73rd Avenue Active Routes to Transit	\$18,865
90.0	San Francisco	SFMTA	Howard Streetscape Project	\$23,691
89.0	Alameda	Alameda	Willie Stargell Avenue Safety Improvements Project	\$4,096
87.0	San Mateo	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$3,756
86.0	San Mateo	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$2,985
<b>Total</b>				<b>\$53,393</b>

**Consistency with ATP Fund Estimate**

The ATP Fund Estimate (FE) prescribed funding amounts by type and by year, and also included a minimum amount of funds that must be programmed to projects that benefit disadvantaged

METROPOLITAN TRANSPORTATION COMMISSION  
 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

communities. In the MTC region, the Regional ATP Guidelines specify that MTC’s Communities of Concern (COC) definition will be used to meet the disadvantaged community target. Table 7 details the programming amounts against the targets in the ATP FE. Note that 100% of regional ATP funding benefits Disadvantaged Communities, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools projects, 69% of regional ATP funding benefit SRTS type projects.

**Table 7: Regional ATP Consistency with ATP Fund Estimate (\$1,000s)**

	<b>Total</b>	<b>FE Target</b>	<b>Over (Under) Target</b>
MTC Regional ATP Programming	\$143,062	\$143,062	\$-
Benefit to Communities of Concern (Disadvantaged Communities)	\$143,062	\$35,766	\$107,296
Benefit to Safe Routes to Schools	\$99,087	N/A	N/A

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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**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

# 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

## PROJECT SUMMARY LISTS



**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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# **2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)**

## **GUIDELINES: POLICIES, PROCEDURES AND PROJECT SELECTION CRITERIA**

### **2023 REGIONAL ATP ADOPTION**

#### **MTC RESOLUTION No. 4487, REVISED**



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

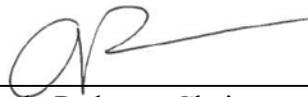
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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>

\\fs4.ad.mtc.ca.gov\j\_drive\PROJECT\Funding\ATP\Regional ATP\2023 rATP (Cycle 6)\Draft Res 4487\January 2023 PAC Items\Attachment 6 (Resolution)\[tmp-RES-4487\_Attachment-B.xlsx]rATP - 2023-01