



**BICYCLE ADVISORY COMMITTEE (BAC)
MEETING AGENDA**

6:00 p.m. - 7:30 p.m., Thursday, March 6, 2025

The meeting is being provided both in-person at 423 Main St., Suisun City, CA 94585

STA Zoom Link

<https://us02web.zoom.us/j/88528220758?pwd=9La7aSP7iRWtuaovwYeBqIUvza0t3D.1&from=addon>

Join by Phone: 1 (408) 638 0968

Meeting ID: 885 2822 0758; **Passcode:** 997376

ITEM	STAFF PERSON
1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM (6:00 – 6:05 p.m.)	Dave Belef, Chair
2. APPROVAL OF AGENDA (6:05 – 6:10 p.m.)	Dave Belef, Chair
3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS (6:10 – 6:15 p.m.)	Dave Belef, Chair
4. CONSENT CALENDAR Approve the following consent item in one motion. (6:15 – 6:20 p.m.)	Dave Belef, Chair
A. JOINT BAC/PAC MEETING MINUTES <u>Recommendation:</u> Approve Joint BAC/PAC Meeting Minutes of December 5, 2024 Pg. 3	Natalie Quezada, STA
B. BAC MEETING MINUTES <u>Recommendation:</u> Approve STA BAC Meeting Minutes of January 9, 2025 Pg. 7	Natalie Quezada, STA
5. PRESENTATIONS	
A. Upcoming Ribbon Cutting for the Vallejo Bay/Vine Trail Project (6:20 – 6:30 p.m.)	Mark Helmbrecht, City of Vallejo
B. Napa Valley Vine Trail Ambassador Program (6:30 – 6:40 p.m.)	T.C. Hulsey, Napa Valley Vine Trail Ambassador
C. Upcoming 2025 May Bike Month (6:40 – 6:50 p.m.)	Lorene Garrett, STA

The complete Bicycle Advisory Committee packet is available on STA’s website: www.sta.ca.gov

2025 BAC MEMBERS

Nancy Lund
City of Benicia

Dave Belef
City of Vallejo
Chair

Jacob Francisco
City of Fairfield

Jason Gray
Solano County

Dennis Elliott
City of Rio Vista
Vice Chair

Neil Iverson
City of Vacaville

Tyler Meirose
City of Suisun City

Vacant
City of Dixon

Joshua Blissett
Member at Large

6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. **Update on the Development of Volume II Biking Maps – Next Steps** (6:50 – 7:00 p.m.) Dulce Jimenez, STA
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B. **E-bike Safety Discussion** (7:00 – 7:20 p.m.) Dennis Elliott, BAC
Pg. 15 Vice Chair

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. **Regional Grant Funding Status:** Dulce Jimenez, STA

- Active Transportation Program Cycle 7
- Regional Measure (RM3) Safe Routes to Transit Bay Trail Program

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9. MEMBER UPDATES/ ROUND TABLE BAC Members
(7:20 – 7:30 p.m.)

10. ADJOURNMENT

The next meeting of the STA BAC is on **Thursday, May 1, 2025**, at STA.

BAC 2025 Meeting Dates:

(The BAC meets every First Thursday on odd months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 pm, Thursday, May 1, 2025

6:00 pm, Thursday, July 10, 2025

6:00 pm, Thursday, September 4, 2025

6:00 pm, Thursday, November 6, 2025

Questions? Please contact STA Assistant Planner, Dulce Jimenez, at (707) 399-3214 or djimenez@sta.ca.gov.



**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)
JOINT SPECIAL MEETING AGENDA
Minutes for the Meeting of
December 5, 2024**

1. CALL TO ORDER/ INTRODUCTIONS/ CONFIRM QUORUM

BAC Chair, David Belef called the Special Joint Bicycle and Pedestrian Advisory Committee (BAC and PAC) to order was called to order at approximately 6:01 p.m. at the STA. A quorum was confirmed for both the STA BAC and the STA PAC.

BAC Members Present:

David Belef, Chair	City of Vallejo
Dennis Elliott, Vice Chair	City of Rio Vista
Jacob Francisco	City of Fairfield
Jason Gray	Member At Large
Neil Iverson	City of Vacaville
Nancy Lund	City of Benicia

Absent BAC:

Tyler Meirose	City of Suisun City
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PAC Members Present:

Bob Berman	Bay Area Ridge Trail Council
Cookie Clark	City of Vacaville
Diane Dooley, Chair	City of Benicia
David George	City of Suisun City
Joseph Green-Heffern, Vice Chair	City of Fairfield
Avery Livingood	Member at Large

Absent PAC:

Miranda Barber	City of Dixon
Teresa Booth	City of Vallejo
Virginia Hernandez-Chavez	County of Solano

Others Present:

Frances Neade	County of Solano
Riley Martinson	County of Solano
Glenn Giovannoni	Rio Vista Resident
Nick Burton	STA
Dulce Jimenez	STA
Natalie Quezada	STA

2. APPROVAL OF THE AGENDA

On a motion by Jacob Francisco, and a second by Dennis Elliott, the Joint Special Committee approved the agenda unanimously (12 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. PRESENTATIONS

A. Introduction to the Napa Valley Vine Trail

Shawn Casey-White, Napa Valley Vine Trail, was unable to attend the meeting and may present at a future advisory committee.

5. ACTION FINANCIAL ITEMS

A. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2025-26 Funding Recommendation for State Route (SR) 37/Fairgrounds Drive Interchange Project

This project was presented by Nick Burton, Director of Projects.

Summary of Committee Members and Public Comments:

BAC and PAC members commented that the funding allocation for the State Route 37/Fairgrounds Drive Interchange Project was a substantial funding request, and if the allocation is recommended by the two committees, it would decrease the funding capacity for other active transportation projects across that are submitted for to be considered for the remaining TDA-3 funds for Fiscal Year (FY) 2025-26. Further discussion on the remaining TDA-3 funding for FY25-26 concluded with committee members requesting STA staff provide a summary of previous TDA-3 allocations and to proactively continue to work with member agency staff to identify future active transportation projects and as needed support with the development of the project funding plans which may include leveraging other STA discretionary fund sources such as the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund.

As part of the follow-up conversation on the funding plan for the project, Mr. Burton clarified that the County of Solano has been a valuable partner and will be contributing about \$4 million for the construction of the project. Mr. Burton also clarified that even though Six Flags Discovery Kingdom may not have contributed funds for construction, they have been in support of the project and helped provide funding for the design costs.

Various committee members provided similar comments on the importance of the SR37 Fairgrounds Drive Interchange Project, highlighting the project benefits of increasing transportation efficiency for users of the SR37 corridor. The project will also enhance the biking and walking infrastructure that connects the two communities divided by the SR37 corridor.

Nancy Lund, wanting to understand the current biking and walking potential on the project site, requested STA staff provide an estimated number of biking and walking trips for the corridor. In response, STA staff provided a back-of-the-napkin calculation using Big Data via the Replica platform, on an average Thursday in Spring 2024 there were roughly 287 trips by both (250) pedestrians and (37) bicyclists estimated to use the corridor daily.

Joe Green-Heffern wanted to understand why the bids for the project were higher than the engineer's estimate. In response, STA staff noted that the cost of materials was higher, such as the cost of concrete or transit components for the signal priority for the transit buses.

David George asked why federal funds were not utilized for this project, Nick Burton indicated staff did seek out federal grant opportunities but unfortunately were not successful in receiving federal grant awards.

Neil Iverson expressed his support for complete street projects and provided additional context to explain his stance against allocating additional TDA-3 funding for the project.

PAC Chair Dooley, Jason Gray, and Dennis Elliott were interested in understanding collision data on pedestrians/bicyclists using facilities that have a Diverging Diamond Interchange Design. STA staff noted their comments.

Jacob Francisco expressed support for the construction of the SR37 Fairgrounds Drive Interchange Project to alleviate the congestion on Highway 37.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the funding allocation of \$400,000 in Fiscal Year 2025-2026 Transportation Development Act Article 3 (TDA-3) funds for the State Route 37/Fairgrounds Drive Interchange Project.

The Bicycle Advisory Committee Members had one motion on the table summarized below:

On a motion by Jacob Francisco and a second by Dennis Elliott, the BAC amended the recommendation *with the stipulation that if all funds are not secured for this project as shown in Attachment A the funds will return to the TDA-3 funding pot.*

BAC Vote: 5 Ayes, 1 Nays (Neil Iverson)

After a lengthy discussion, the Pedestrian Advisory Committee Members had two motions on the table summarized below:

1. Bob Berman made a motion to not recommend STA staff's recommendation. This motion was seconded by Diane Dooley, however, the motion failed with the following resulting votes:

3 Ayes (Bob Berman, Diane Dooley, David George)

3 Nays (Joseph Green-Heffern, Avery Livengood, and Cookie Clark)

2. On a motion by Joe Green-Heffern, and a second by Cookie Clark, a separate motion passed to approve the STA staff recommendation with the *stipulation that the rest of the identified funding sources in the funding plan shown in Attachment A are secured for the project. If the funds in the funding plan are not secured, the TDA-3 allocation will return to the committee to reallocate to another competitive project.*

2 Nays (Bob Berman, Diane Dooley)

~~3~~4 Ayes (Joseph Green-Heffern, Avery Livengood, Cookie Clark, David George)

6. INFORMATION – DISCUSSION

A. 2025 Draft Work Plans for the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)

Dulce Jimenez provided a draft of the 2025 work plans for the coming year for committees to review and provide further ideas and changes for a future vote at the next meetings.

7. MEMBER UPDATES / ROUNDTABLE

BAC Chair Belef encouraged all members to provide feedback to the Solano County Board of Supervisors on the Fairgrounds 360 project and to consider pedestrian and bicycle planning since it has yet to be finalized. He also mentioned the upcoming Mad Hatter Parade in Vallejo.

Joe Green-Heffern mentioned a \$750,000 grant awarded to Solano County for the Farm to Market Phase 4 Project in Suisun Valley, involves improvements to bike lanes and pedestrian facilities.

Neil Iverson announced that Ray's Cycle will be hosting the final Candy Cane Lane Ride. Mr. Iverson also announced that Ray's Cycle won Business of the Year at the 27th STA Annual Awards, and is saddened by the shop's upcoming closure.

Glenn Giovannoni announced he has applied as the new Rio Vista PAC representative.

Future agenda items

- 2024 Week Without Driving Challenge – Recap and Next Steps
- Approval of 2025 Draft Work Plans for BAC/PAC
- Nomination and Appointment of 2025 Chair/Vice Chairs for BAC/PAC
- Updates on the MTC's regional measure 3
- Safe routes to schools
- Bay trail project

8. ADJOURNMENT

The STA BAC/PAC meeting adjourned at 7:57 p.m. The next meeting of the STA Joint BAC/PAC is *to be determined*.



Solano Transportation Authority

Bicycle Advisory Committee (BAC)

Minutes for the Meeting of January 9, 2025

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the BAC was called to order by Chair Belef at approximately 6:00 p.m. A quorum was confirmed.

BAC Members Present

(In Alphabetical Order by Last Name):

David Belef – Chair	City of Vallejo
Dennis Elliott – Vice Chair	City of Rio Vista
Jacob Francisco	City of Fairfield
Jason Gray	County of Solano
Neal Iverson	City of Vacaville
Nancy Lund	City of Benicia
Tyler Meirose	City of Suisun City

Absent BAC Members

Vacant	Member at Large
Vacant	City of Dixon

Others Present:

Riley Martinson	Solano County
Glenn Giovannoni	Resident of Rio Vista
Joshua Blissett	Resident of Vallejo
Kathrina Gregana	STA
Dulce Jimenez	STA

2. APPROVAL OF AGENDA

On a motion by Dennis Elliott and a second by Nancy Lund the STA BAC unanimously approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

None.

4. CONSENT CALENDAR

A. BAC Meeting Minutes

Recommendation:

Approve STA BAC Meeting Minutes of September 5, 2024

On a motion by Jacob Francisco and a second by Nancy Lund, the STA BAC unanimously approved the Consent Calendar. (7 Ayes)

5. ACTION NON-FINANCIAL

A. 2025 BAC Chair and Vice Chair Elections

Dulce Jimenez provided an overview of the Chair and Vice-Chair roles and election process. She continued to indicate roles of officers will be served for one calendar year, with no more than two consecutive terms in office. Current officers declared their interest in continuing for an additional year and shared their experiences.

Recommendation:

- i. Nominate and elect BAC Chair for 2025
- ii. Nominate and elect BAC Vice Chair for 2025

On a motion by Jacob Francisco and a second by Tyler Meirose, the STA BAC unanimously approved re-electing current officers Chair, David Belef, and Vice-Chair, Dennis Elliott of the BAC. (7 Ayes)

B. Nominate and Elect BAC Representative for the Active Transportation and Arterials/Highways/Freeways Committees

Dulce Jimenez announced schedule changes to the Solano Comprehensive Transportation Plan (CTP). The CTP is scheduled to be completed this year, with these changes staff would like to confirm current representatives are still available to attend or to nominate new BAC representatives to the Active Transportation (ATC) and Arterials/Highways/Freeways (AHF) Committees. Previously the BAC representative for the ATC was Tyler Meirose, and for the AHF, it was David Belef.

Recommendations:

- i. Nominate and elect a BAC representative on the Active Transportation Committee
- ii. Nominate and elect a BAC representative on the Arterials/Highways and Freeways Committee

After a lengthy nomination and election discussion, the following two motions were proposed: On a motion by Dennis Elliott and a second by Nancy Lund, the STA BAC unanimously approved Tyler Meirose as the re-elected BAC representative for the ATC Committee. (7 Ayes)

On a motion by Nancy Lund and a second by Tyler Meirose, the STA BAC unanimously approved the election of Jacob Francisco as the new BAC representative for the AHF Committee. (7 Ayes)

C. Nominate and Elect BAC Representative on the Safe Routes to School Advisory Committee (SR2S-AC)

Dulce Jimenez acknowledged David Belef has been the BAC's representative for the SR2S -AC meeting for the previous 2 years. David Belef and staff would like to open the representative position for another BAC member who are interested in participating.

Recommendation:

Nominate and elect BAC representative on the Safe Routes to School Advisory Committee

On a motion by Neil Iverson and a second by Jacob Francisco, the STA BAC unanimously approved Jason Gray to be the elected representative to the SR2S-AC. (7 Ayes)

D. 2025 Bicycle Advisory Committee Work Plan

Dulce Jimenez presented on the 2025 Bicycle Advisory Committee Work Plan.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2025 BAC Work Plan

Members Amended the Work Plan to change the July 3rd meeting to July 10th and support the promotion of the Top Ten Brochure Volume II to be completed by March for May's Bike Month.

On a motion by Neil Iverson and a second by Dennis Elliott, the STA BAC unanimously approved the recommendation as amended above in ***bold italics***. (7 Ayes)

6. INFORMATIONAL ITEMS – DISCUSSION

A. 2024 Week Without Driving – Recap and Next Steps

Dulce Jimenez tabled this item to be presented at a future committee meeting.

7. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

8. MEMBER UPDATES/ ROUND TABLE

Dennis Elliott discussed with the BAC his interest in researching e-bike incidents in Solano County, and requested to have the item added to the BAC March meeting.

Neil Iverson suggested having a future presentation from Sacramento City staff on their work in managing e-bike/e-scooters in the city. Mr. Iverson concluded his comments by mentioning Ray Cycle's last community bike ride.

9. ADJOURNMENT

The next meeting of the STA BAC is scheduled at 6:00 p.m., **Thursday, March 6, 2025**

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Attachment 5.A

EXPERIENCE THE GATEWAY

NAPA VALLEY VINE TRAIL & BAY TRAIL VALLEJO SECTION GRAND OPENING

FRIDAY, MARCH 14
11 a.m.

VALLEJO FERRY TERMINAL
289 MARE ISLAND WAY
VALLEJO, CA



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DATE: February 28, 2025
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Update on the Development of Volume II Biking Route Maps – Next Steps

Background:

The Solano 2020 Active Transportation Plan (ATP) and 2020 Comprehensive Transportation Plan (CTP) supports the advancement of active transportation encouragement and education campaigns as a key strategy to foster a vibrant and active community that promotes a good quality of life for Solano residents. An important resource that promotes active transportation is Volume I of the current Top Ten Bike Rides Brochure which highlights natural assets and recreational biking opportunities in the southern portion of Solano County. The brochure is an effective marketing material and is essential in our promotion of bicycle-related events and campaigns such as during May Bike Month.

A continued priority for the BAC is to complete the development of a second volume to the Top Ten Bike Rides that focuses on highlighting bike rides in northern Solano County, which includes Dixon, Vacaville, and Rio Vista. A BAC Ad Hoc committee was formed to identify the biking routes to include in the second volume. The BAC Ad Hoc Committee members include Nancy Lund, Dennis Elliott, and Neal Iverson.

At the March 7, 2024, meeting the BAC committee concurred with the proposed bike rides for the Volume II brochure. Subsequently, the proposed biking routes were shared with the public work staff for its review and feedback. A summary of their staff comments was presented at the BAC meeting held on May 2, 2024.

Discussion:

Following the May 2024 BAC meeting, the initial approach to the development of the Volume II biking brochures was to procure a consultant to help with this work, however, due to a change in direction the brochures will now be internally developed by STA staff. The upcoming work will require across-department collaboration to tackle the development of the new biking and walking brochures, to highlight a total of 20 additional biking and walking routes across Solano County. Attachment A provides a project schedule for this work, and at this point, STA staff are planning to have a draft of the Volume II biking maps available for feedback at the May 1, 2025 BAC meeting.

Recommendation:

Informational.

Attachment A: 2025 Tentative Schedule for the Development of Volume II Biking and Walking Brochures

2025 Tentative Schedule for the Development of Volume II Biking & Walking Brochures

Work is ongoing and the schedule may be subject to change

March 2025

Draft I of BAC Maps (Internal STA staff Review)

- Tentative Deadline for Draft I of the BAC Maps – **March 17, 2025**

PAC GIS Base Maps

- Tentative Deadline for PAC Base Maps - **March 21, 2025**

April 2025

Draft I of PAC Maps (Internal STA staff Review)

- Tentative Deadline for Draft 1 of the PAC Maps – **April 25, 2025**

May 2025

Draft II of BAC Maps

- With the incorporation of the narratives and pictures
- Solidify the name for the BAC Volume II brochure

Mid-May 2025

- Focus on the edits received for BAC

June 2025

Draft II of PAC Maps

- With the incorporation of the narratives and pictures
- Solidify the name for the PAC Volume II brochure

Mid-June 2025

- Focus on the edits received for PAC

July 2025

- Focus on putting the BAC maps in brochure format

August 2025

- Focus on putting the PAC maps in brochure format



DATE: February 28, 2025
 TO: STA BAC
 FROM: Dulce Jimenez, Assistant Planner
 RE: E-Bike Safety Discussion

Discussion:

Discussion for this item will be led by Vice Chair Dennis Elliott. In anticipation of this discussion, the following resources are available on this topic:

Bill	Status	Summary
SB 712, Portantino. Tenancy: personal micro mobility devices	Approved	This bill would make it so landlords will no longer be allowed to prevent tenants from owning a personal micromobility device (i.e., scooter or bike) or from storing that device in their dwelling unit unless the landlord provides secure, long-term store for those devices.
SB 381, Min. Electric bicycles: study	Approved	Requires the Mineta Transportation Institute at San Jose State to conduct a study on electric bicycles to inform of the efforts to improve the safety of all users.
AB 1778, Connolly. Vehicles: electric bicycles.	Approved	This bill establishes the Marin Electric Bicycle Safety Pilot Program allowing Marin county or local authorities to prohibit a person under 16 years of age from operating a class 2 electric bicycle and to prohibit a person of any age from operating a class 2 electric bicycle without a helmet until January 1, 2029. This bill requires a report of the safety impact of this program by January 1, 2028.
AB 2234, Boerner. Vehicles: electric bicycles.	Approved	This bill establishes an electric bicycle enforcement pilot program in the County of San Diego allowing the county or local authorities to prohibit a person under 12 years of age from operating a class 1 or class 2 electric bicycle until January 1, 2029. Requires a report submitted to the Legislature by January 1, 2028 that details enforcement of the ordinance and changes, if any, in electric bicycle collisions and injuries.
AB 1774, Dixon. Vehicles: electric bicycles.	Approved	This bill prohibits the sale of a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle and clarifies that a person can modify an electric bicycle as long as it continues to conform to the definition of an electric bicycle.

<p>SB 1271, Min. Electric bicycles, powered mobility devices, and storage batteries.</p>	<p>Approved</p>	<p>This bill prohibits a person from selling, leasing, renting or offering for sale, lease or rent an electric bicycle (e-bike) unless an accredited testing laboratory has tested the battery for compliance with certain standards and modifies the definition of an e-bike.</p>
<p>Napa Bike coalition news ebikes, traffic calming and more. https://mailchi.mp/napabike/ncbc-september-2020-newsletter-19875334?e=98fa7f0931</p> <p>E-Bike Incentives https://ebikeincentives.org</p> <p>E-bike updates from Calbike https://www.calbike.org/e-bike-bills-and-regulations-update/</p> <p>https://www.calbike.org/wp-content/uploads/2018/09/AB_1096_-_Info_for_Agencies-1.pdf</p>		



DATE: February 28, 2025
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Regional Grant Funding Status – Active Transportation Program Cycle 7 & Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program Cycle 1

MTC’s staff recommendations for the 2025 Regional Active Transportation Program (ATP) Cycle 7 – Attachment A.

MTC received 35 applications, requesting \$324 million with only \$14.5 available to allocate to competitive projects. As part of MTC’s funding recommendation includes recommending Solano County to be awarded \$1.6 million for their Benicia Road Complete Streets Project, which scored a competitive score of 96 points. Additional details on MTC’s staff recommendations are shown in Attachment A.

MTC’s recommendations are pending Caltrans’s eligibility determination, which will be completed over the next few months. Funding amounts and scopes/project descriptions may change based on Caltrans’s eligibility determination and deliverability review.

The MTC Programming and Allocations Committee will consider the regional ATP recommendations at the meeting on February 12, 2025, and by the full Commission on February 26, 2025. The California Transportation Commission will consider approving MTC’s project list on June 26, 2025.

MTC’s staff recommendations for the Regional Measure 3: Safe Routes to Transit and Bay Trail Program – Attachment B.

MTC received 51 applications, requesting approximately \$315 million. MTC staff recommends fully funding six projects and partially funding one project for a total of \$75 million. Four projects from Solano County were submitted for Cycle 1 of this program as noted below:

- City of Benicia – Military East Sidewalk Gap Closure
- City of Suisun City – McCoy Creek Phase III
- City of Vallejo – Vallejo Bluff Trail
- Unincorporated County of Solano – Benicia Road Complete Streets Project Phase I

The highest-scoring project for Solano County was the Vallejo Bluff Trail Project, however, due to the competitive nature of the program, no Solano County projects were recommended for funds for this cycle. Additional details on MTC’s staff recommendations are shown in Attachment B.

The MTC Programming and Allocations Committee will consider the RM3: SR2TBT program staff recommendations at the February 12, 2025 committee meeting and by the full Commission on February 26, 2025.

Recommendation:

Informational.

Attachments:

- A. MTC's staff recommendations for the 2025 Regional Active Transportation Program (ATP) Cycle 7
- B. MTC's staff recommendations for the Regional Measure 3: Safe Routes to Transit and Bay Trail Program

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2025

Agenda Item 4ai-25-0152

MTC Resolution No. 4633, Revised

Subject:

Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 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 2024-2025 California State Budget Act ATP funding by \$400 million. The California Transportation Commission (CTC) revised the 2025 ATP Cycle 7 fund estimate to reflect the new funding totals on August 16, 2024. The revised fund estimate substantially reduced funding for ATP Cycle 7.

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 March 27, 2024, and applications for the Regional Program were due to MTC on June 17, 2024. MTC’s Cycle 7 Regional ATP includes \$14.4 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 1. In coordination with the CTC and other ATP partners, staff did not recommend revising the program guidelines to include award limits, since applications were due before the Governor signed the 2024-2025 State Budget.

MTC’s Regional Project Selection Process

MTC received 35 applications requesting \$324 million, twenty-three times the available amount. Caltrans and MTC staff determined that all projects were eligible. This cycle, MTC staff used the scores provided by the CTC from their evaluation process for the state application as the baseline score; MTC staff audited the state scores and scored the regional supplemental questions to

develop a composite score and rank the applications (see Attachment 2). Applications could receive a maximum score of 110 points.

Regional Project Recommendations

Staff recommends fully funding four projects and partially funding one project for a total of \$14.5 million (see Attachment 1). Staff also recommends adopting a ranked contingency projects list totaling \$135.5 million. The proposed contingency list is larger than previous ATP cycles to accommodate any potential funding restorations or augmentations in response to the 2024-2025 State Budget rescission. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, savings in the Cycle 7 Regional ATP, or a restoration of funds to the program. All proposed projects in the regional ATP benefit Equity Priority Communities, 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, 89% of the recommended funding is for projects enhancing or expanding MTC's Regional Active Transportation Network.

Project Recommendations Items of Interest

1. High-Scoring Projects Without Recommended Funds

The recommended programming does not include funding for the fourth- and fifth-highest scoring projects, Oakland's 73rd Ave project and Napa County's Vine Trail – Yountville to St. Helena segment. Both projects requested significantly more funds (\$30 million and \$25 million, respectively) than were available after funding higher-scoring projects (\$4 million). Awarding the remaining program funds would have left either project with a major gap in its funding plan. To account for this scenario, the regional ATP guidelines include a requirement for sponsors requesting more than \$10 million to submit scalability plans with their application. The City of Oakland included a segmenting strategy for the 73rd Ave project; however the plan did not demonstrate that remaining ATP funds could fund a high-scoring deliverable segment without substantial local funding. Napa County's Vine Trail application did not include a scalability plan in their application, and would require tens of millions of dollars to deliver the full application benefits. Therefore, staff recommends funding projects further down the list, specifically the Southwest Berkeley Bicycle Boulevards project and the City of Alameda's Willie Stargell Avenue Safety Improvements project.

2. Partial Funding

The City of Alameda requested \$6.6 million in ATP funds for the Willie Stargell Avenue Safety Improvements project; however, only \$673,000 of ATP funds remain after funding higher-scoring projects. Therefore, staff recommends partially funding the project with \$673,000 in ATP funds. Alameda also submitted the same project application for the same request amount as a part of the concurrent Regional Measure 3: Safe Routes to Transit and Bay Trail (SR2TBT) program call for projects. The Willie Stargell Avenue Safety Improvements project scored highly in the SR2TBT evaluation process and is recommended for funding under item 4aii. MTC staff expects the full project benefits to be delivered as the funding plan will be nearly complete between the recommended funding in the Regional ATP and SR2TBT programs. Staff proposes the city to provide an updated funding plan and letter by May 1, 2025 that explains how the project benefits listed in the application will be delivered. Should Alameda not be able to

deliver the project benefits or to fully fund the project using other funds, staff recommends removing the Willie Stargell Avenue Safety Improvements project from the regional list and re-directing the \$673,000 to other projects on the contingency list.

3. Regional Measure 3: Safe Routes to Transit and Bay Trail Program Overlap

The regional ATP and SR2TBT programs shared evaluation timelines. Staff reviewed both lists and found 12 projects that overlapped. For highly-scoring projects with overlapping elements, staff recommends funding the regional ATP request first and any remaining balance as a part of the SR2TBT recommendations. The full list of overlapping projects is included in Attachment 2, and the RM3: SR2TBT programming recommendations are included under item 4aii.

ATP Funding History

Since 2014, \$570 million has been awarded to projects in the MTC region through both the State and Regional ATP. Attachment 3 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. Notably, there are differences in the amount of funds requested and the number of applications submitted from each county. For example, 30% of total funding requests across all cycles have come from Alameda County. Similarly, the county has submitted the most applications, surpassing other counties in the region. The greater share of applications coming from Alameda County is likely due to a higher proportion of areas that qualify as disadvantaged communities. Staff will continue to work with all eligible applicants in the region to improve applications and increase the region's ATP grant success rate.

Application Technical Assistance Program

As a continuation from ATP Cycle 6, 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 consultant support. It provided application assistance for five jurisdictions and a final application review for seven applications, assessing overall quality, legibility, consistency, and technical details. Of these six applications, none were selected for funding in

the State program, and one project is recommended for funding in the regional program. Staff proposes to refine the technical assistance program in the next ATP cycle.

Issues:

Performance in State Competitive Program

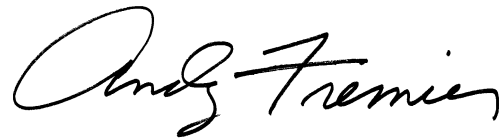
The CTC adopted the Statewide Competitive ATP list of projects on December 5, 2024. The CTC did not select any projects in the MTC region for funding out of a statewide program of \$89 million.

Recommendations:

1. Refer MTC Resolution No. 4633, Revised to the Commission for approval.
2. Direct staff to submit MTC's Regional ATP Program of Projects to the California Transportation Commission for approval.

Attachments:

- MTC Resolution No. 4633, Revised
- Attachment 1: Recommended Cycle 7 Regional ATP Program of Projects and Contingency Project List
- Attachment 2: Cycle 7 ATP List of Applications Received
- Attachment 3: ATP Funding History Summary
- Presentation



Andrew B. Fremier

Date: March 27, 2024
W.I.: 1515
Referred by: PAC
Revised: 2/26/2025-C

Attachment A
Resolution No. 4633
Page 1 of 14

2025 Regional Active Transportation Program (ATP)

Cycle 7

Guidelines

March 27, 2024

**MTC Resolution No. 4633
Attachment A**

**Metropolitan Transportation Commission
Funding Policy and Programs Section**
<http://mtc.ca.gov/funding>

**2025 Regional Active Transportation Program (ATP) Cycle 7
Guidelines
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2025 Regional Active Transportation Program Cycle 7 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 7 ATP which were adopted on March 21, 2024. 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 7 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities.

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 partners 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 in 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 were adopted on March 21, 2024, 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 7 of ATP funding (FY 2025-26 through FY 2028-29), 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, 2025, 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 contract advertisement.

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 to the State ATP program alone or to the State and Regional ATP programs concurrently. Sponsors applying to the State ATP program, the Regional ATP program, or both 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.

Disadvantage Factor	% of Regional Population	Concentration Threshold
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 7 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 17, 2024, to be considered.

Additional Project Screening Criteria, Including Deliverability

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 the extended deadline of December 31, 2024. 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 application scores as provided by the CTC, 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 and gap closures
 - 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:
 - Copy 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 August 1, 2024. 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 7 (FY 2025-26 through FY 2028-29) shall receive a 5-point penalty. Projects that are deemed able to be allocated within the four programming years of Cycle 7 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, 2025. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 4493 Compliance – Complete Streets Checklist

MTC's Resolution No. 4493 sets forth MTC's regional policy for provision of Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, and especially for people biking, walking, rolling and taking transit. The Complete Streets resolution also requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets 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 MTC's Regional Active Transportation Plan and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2022 Regional Active Transportation Plan and Caltrans Deputy Directive 64. MTC's Regional Active Transportation 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/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2025 Regional Active Transportation Program (rATP) Cycle 7 Appendix A-1: ATP Development Schedule (Subject to Change) February 26, 2025	
January 2024	CTC released draft ATP Guidelines
Early 2024	Regional ATP updates presented to MTC Working Groups
March 13, 2024	MTC PAC review of Regional ATP Guidelines MTC submits recommended Regional ATP Guidelines to CTC for consideration
March 21, 2024	CTC adoption of State ATP Guidelines CTC adoption of MTC's Regional ATP Guidelines
March 21, 2024	CTC released ATP Call for Projects for Statewide Competitive Program
March 27, 2024	MTC Commission adoption of Regional ATP Guidelines MTC released ATP Call for Projects for Regional Program
June 17, 2024	State Quick-build Pilot Program Applications Due to CTC (Statewide Program)
June 17, 2024	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
November 1, 2024	CTC releases staff recommendations for ATP Statewide Competitive and Quick-build Pilot Programs
December 5, 2024	ATP Statewide Quick-build Pilot Program Adoption: CTC scheduled to adopt the statewide quick-build pilot program
December 5, 2024	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
February 5, 2025	MTC releases staff recommendation for ATP Regional Program
Early 2025	Working Group discussions of staff recommendations
February 12, 2025	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
February 26, 2025	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2025	TIP Amendment Deadline: Successful ATP project sponsors to submit 2025 TIP Amendment, including Resolution of Local Support
March 19, 2025	CTC Approval of ATP Regional Program
January 31, 2026	Allocation Deadline for Regional ATP projects programmed in FY 2025-26
January 31, 2027	Allocation Deadline for Regional ATP projects programmed in FY 2026-27
January 31, 2028	Allocation Deadline for Regional ATP projects programmed in FY 2027-28
January 31, 2029	Allocation Deadline for Regional ATP projects programmed in FY 2028-29

Shaded Area – Actions by State, CTC, or Caltrans

Appendix A-2: MTC ATP Share Targets

Cycle 7 Program - FY 2025-26 through FY 2028-29

ATP Regional Share

Fund Source	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Federal (TAP, Recreational Trails, Other)	\$1,806	\$1,806	\$1,855	\$2,920	\$8,387
State	\$0	\$0	\$1,758	\$4,303	\$6,061
Total ATP Regional Share	\$1,806	\$1,806	\$3,613	\$7,223	\$14,448

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
25% - Benefiting Disadvantaged Communities	\$452	\$452	\$903	\$1,806	\$3,612
75% - Anywhere in the Region	\$1,355	\$1,355	\$2,710	\$5,417	\$10,836
Total ATP Regional Share	\$1,806	\$1,806	\$3,613	\$7,223	\$14,448

Attachment 1

Recommended Cycle 7 Regional ATP Program of Projects (Alphabetical Order)

County	Sponsor	Project Title	Recommended Funding \$1,000s	Project Description
ALA	Alameda	Willie Stargell Avenue Safety Improvements Project*	\$ 673	In the City of Alameda, along Willie Stargell Avenue, located in the northwestern part of the main island of Alameda, the project extends from Main Street (in the west) to Mariner Square Loop (in the east). The project will design and construct a bike path and sidewalk with lighting, trees, and bioretention; install ped crossing improvements at three intersections; and install a connecting Class IV bikeway.
ALA	Berkeley	Southwest Berkeley Bicycle Boulevards	\$ 3,430	The Southwest Berkeley Bike Boulevards Project (Project) closes a gap in the active transportation network by expanding Berkeley's bicycle boulevard network into the southwest corner of the city, providing much-needed and often-requested connectivity to transit, parks, jobs and amenities for a historically overlooked community in Berkeley.
CC	Contra Costa County	Verde K-8 Safe Routes to School	\$ 4,360	The project will construct widened and ADA-compliant sidewalks and curb ramps, curb extensions at the intersection of Verde Street and Giaramita Street, and narrow travel lanes along 0.3 miles of Market Avenue, on Market Street between Fred Jackson Way and 7th Street in unincorporated North Richmond
MRN	San Rafael	Downtown San Rafael North-South Greenway Gap Closure Project	\$ 4,355	In the City of San Rafael, the project spans Mission Ave. (Tamalpais Ave. to Hetherton St.), Tamalpais Ave (Mission Ave. to 4th St.), and 4th St. (Tamalpais Ave. to Grand Ave.) in downtown San Rafael, CA. Install two-way bicycle facility, enhanced pedestrian crossings, wider sidewalk, and signage.
SOL	Solano County	Benicia Road Complete Streets Phase 2	\$ 1,630	In the City of Vallejo, on Benicia Road, from the intersection of 9th Street to the intersection of Starr Avenue, which is located within 1.4 miles of downtown Vallejo in the Starr Subdivision, this project modernizes a relinquished highway by incorporating a road diet and improving conditions for bicyclists, pedestrians, and transit riders.
Total			\$ 14,448	

*Alameda requested \$6,619 however \$673 is available for funding.

Staff Recommendations for MTC Cycle 7 Regional ATP – Contingency List (Score Order)

MTC Score	County	Sponsor	Project Title	Requested Funding \$1,000s	Project Description
96.0*	ALA	City of Oakland	73rd Avenue Active Routes to Transit	\$ 30,706	In Oakland: 73rd Avenue between International Blvd and MacArthur Blvd, Herbert Guice Way between 73rd Avenue and 71st Avenue, and 71st Avenue between Snell Street and Herbert Guice Way. Construct a new landscaped median multi-use path and pedestrian corridor safety improvements.
96.0*	NAP	Napa County	Napa Valley Vine Trail - Yountville through St. Helena Gap Closure	\$ 25,000	The Project will construct a 10.3-mile Class I multiuse path parallel to Highway 29 from Yountville to Saint Helena and a 0.7-mile Class III path through St. Helena.
95.0	CC	City of Concord	Monument Boulevard Trails-to-Transit	\$ 19,247	In the City of Concord, along Monument Boulevard from Mohr Lane in the west to Walters Way in the east. The Monument Boulevard Trails-to-Transit project (the Project) consists of a 1.6 mile segment of Monument Boulevard. The Project will implemented a Class I shared-use path on the south side of Monument Boulevard, expanding the existing sidewalk.
94.0*	ALA	ACPWA	Oakland Moves with Purpose: Community at the Center	\$ 999	Oakland Moves with Purpose will expand on ATP Cycle 6 Oakland Making Moves, engaging 10-15 resident leaders called Oakland Moves Community Champions to annually create up to 3 campaigns for increased walkability/rollability expanding up to 8 community centers with at least 4 new affordable housing site partners in equity priority communities.
94.0*	SF	SFCTA	YBI Multi-use Path Project	\$ 25,000	In San Francisco, construct a 1.2 mile Class I ADA-compliant multi-use path for pedestrians and bicyclists on Yerba Buena Island, connecting the eastern touchdown of the East Span path with the Treasure Island ferry terminal on Treasure Island.
94.0*	NAP	City of Calistoga	Oak Street Pedestrian Bridge and Community Facilities Access Improvement	\$ 2,330	In Calistoga, Oak Street at the Napa River and Cedar Street: Construct new pedestrian bridge over the river, closing three sidewalk gaps totaling 600 feet, and installing six ADA-compliant curb ramps.
94.0*	ALA	City of Oakland	Franklin Street Complete Streets	\$ 13,531	In Oakland, on Franklin Street, from 11th to 22nd Streets, and on 22nd Street, from Broadway to Telegraph Avenue. Construct a two-way protected cycletrack, road diet, pedestrian safety improvements, and green infrastructure.
93.0	SF	SFMTA	Howard Streetscape Project	\$ 18,691	Improvements will include a permanent two-way class IV bikeway using a concrete island, added traffic and bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners, bulb-outs, raised crosswalks at alleyways, mid-block crosswalks, new crosswalks at alleyways and minor streets and curb management.
Total				\$ 135,504	

**Projects with a tie-score are listed in programming priority order consistent with the State ATP Guidelines*

Metropolitan Transportation Commission - Cycle 7 Regional Active Transportation Program

List of Applications Received - Scores (Descending Score Order)

Color Key

Black on Green: Projects Recommended in the Regional ATP
Black on Yellow: Projects Slated to receive partial award
Black on Yellow: Project Applied to SR2TBT Program

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	State Score (out of 100)	MTC Reg'l Score (out of 110)
CC	Contra Costa County	Verde K-8 Safe Routes to School	\$ 5,522	\$ 4,360	93.0	98.0
MRN	San Rafael	Downtown San Rafael North-South Greenway Gap Closure Project	\$ 5,444	\$ 4,355	87.0	96.0*
SOL	Solano County	Benicia Road Complete Streets Phase 2	\$ 2,151	\$ 1,630	93.0	96.0*
ALA	OakDOT	73rd Avenue Active Routes to Transit	\$ 44,820	\$ 30,706	94.0	96.0*
NAP	Napa County	Napa Valley Vine Trail - Yountville through St. Helena Gap Closure	\$ 50,700	\$ 25,000	87.0	96.0*
ALA	Berkeley	Southwest Berkeley Bicycle Boulevards	\$ 3,875	\$ 3,430	92.0	95.5
ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 7,408	\$ 6,619	89.0	95.0*
CC	Concord	Monument Boulevard Trails-to-Transit	\$ 25,000	\$ 19,247	90.0	95.0*
ALA	ACPW	Oakland Moves with Purpose: Community at the Center	\$ 999	\$ 999	87.0	94.0*
SF	SFCTA	YBI Multi-use Path Project	\$ 93,651	\$ 25,000	85.0	94.0*
NAP	Calistoga	Oak Street Pedestrian Bridge and Community Facilities Access	\$ 2,480	\$ 2,330	90.0	94.0*
ALA	OakDOT	Franklin Street Complete Streets	\$ 17,997	\$ 13,531	94.0	94.0*
SF	SFMTA	Howard Streetscape Project	\$ 49,435	\$ 18,691	83.0	93.0
ALA	Emeryville	40th Street Multimodal Project	\$ 30,599	\$ 13,167	79.5	92.0
MRN	Larkspur	Redwood Highway Westside Active Transportation, Last Mile, &	\$ 3,900	\$ 3,499	82.5	88.5
MRN	Mill Valley	Safe Routes to Schools/Safe Routes for Seniors Active	\$ 3,499	\$ 3,499	77.5	84.0
CC	Contra Costa County	Appian Way Pedestrian Crosswalk Enhancements	\$ 3,281	\$ 2,592	78.0	83.0*
NAP	Napa	Imola Avenue Corridor Complete Streets Improvement Project	\$ 17,020	\$ 14,020	77.0	83.0*
SOL	Rio Vista	Airport Road and Church Road Bike and Pedestrian Improvement	\$ 6,713	\$ 6,713	83.0	83.0*
SON	Sonoma County	Moorland Pedestrian and School Access Project	\$ 8,203	\$ 6,563	81.0	82.0
SON	Sonoma County	Donald Gap Medium Sized Infrastructure - Active Transportation	\$ 3,495	\$ 3,495	80.0	81.0
SOL	Vacaville	I-505 Vaca Valley Parkway Corridor Multi-Modal Improvements	\$ 38,428	\$ 10,000	79.5	80.5
SCL	Los Gatos	Highway 17 Bicycle and Pedestrian Overcrossing	\$ 29,000	\$ 23,200	72.0	80.0
SM	Half Moon Bay	Kelly Avenue Complete Streets Project	\$ 11,365	\$ 11,365	76.0	76.0
CC	Contra Costa County	San Pablo Dam Road Complete Streets	\$ 9,999	\$ 7,898	70.0	75.0*
SCL	Gilroy	City of Gilroy Bike and Pedestrian Action Plan	\$ 817	\$ 817	59.0	75.0*
SCL	Milpitas	Milpitas Citywide Safe Routes to School Improvements Project	\$ 4,287	\$ 3,787	75.0	74.0
SM	Belmont	The Alameda de las Pulgas (ALDP) Corridor Enhancement Project	\$ 16,792	\$ 16,792	67.5	70.5
SM	San Bruno	Huntington Avenue Bicycle and Pedestrian Improvements Project	\$ 5,650	\$ 5,000	64.0	68.0
SON	Santa Rosa	N Dutton Avenue Complete Streets Improvement	\$ 2,515	\$ 2,600	65.5	66.5
SOL	Benicia	ATP Cycle 7 Safe Routes to School (SR2S) Improvements	\$ 2,631	\$ 2,162	61.0	65.0
CC	Contra Costa County	North Richmond Bicycle and Pedestrian Network	\$ 5,387	\$ 4,255	60.0	61.0
CC	EB Parks	Richmond Bay Trail Gap Closure Project	\$ 10,655	\$ 4,000	48.0	57.0
SCL	Gilroy	Regional Monterey Road Corridor Multi-modal Improvements	\$ 21,952	\$ 21,952	52.5	51.5
SF	Presidio Trust	Bay Area Ridge Trail Improvement Project	\$ 1,194	\$ 1,100	40.0	43.0

35 Apps. Received	Totals	\$ 546,864	\$ 324,374
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*Projects with a tie-score are listed in programming priority order consistent with the State ATP Guidelines

**ATP Funding History Summary
(2014 through 2025)**

State and Regional ATP Programs Cycles 1 through 7 (including draft recommendations)		
(\$ millions)		
County	All ATP Cycles Total \$ Requested	All ATP Cycles Total \$ Awarded To Region by CTC and MTC
Alameda	\$691.0	\$244.4
Contra Costa	\$324.9	\$63.3
Marin	\$86.3	\$23.9
Napa	\$96.1	\$10.7
San Francisco	\$190.2	\$52.8
San Mateo	\$244.2	\$27.7
Santa Clara	\$381.7	\$82.5
Solano	\$130.1	\$26.0
Sonoma	\$145.4	\$38.7
MTC	\$2,290.0	\$570.1

Regional ATP Programs Cycles 1 through 7 (including current recommendations)				
(\$ millions)				
County	Reg ATP Cycles Total \$ Requested	Reg ATP Cycles Total \$ Awarded by MTC	Number of Applications Submitted	Number of Applications Awarded
Alameda	\$434.4	\$146.6	133	37
Contra Costa	\$225.1	\$31.5	85	11
Marin	\$71.7	\$23.9	40	8
Napa	\$63.6	\$7.1	17	3
San Francisco	\$148.7	\$32.7	32	9
San Mateo	\$205.6	\$14.3	56	5
Santa Clara	\$223.2	\$24.2	58	5
Solano	\$90.3	\$13.1	31	5
Sonoma	\$114.0	\$37.3	33	4
MTC	\$1,576.5	\$330.7	485	87

State ATP Programs Cycles 1 through 7				
(\$ millions)				
County	ATP Cycles Total \$ Requested	ATP Cycles Total \$ Awarded by CTC	Number of Applications Submitted	Number of Applications Awarded
Alameda	\$691.0	\$97.7	154	15
Contra Costa	\$324.9	\$31.8	100	7
Marin	\$86.3	\$0.0	43	0
Napa	\$96.1	\$3.6	18	1
San Francisco	\$190.2	\$20.1	35	6
San Mateo	\$244.2	\$13.4	64	5
Santa Clara	\$381.7	\$58.3	68	5
Solano	\$130.1	\$13.0	36	3
Sonoma	\$145.4	\$1.5	35	1
MTC	\$2,290.0	\$239.5	553	43

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2025

Agenda Item 4aii-25-0152

MTC Resolution No. 4639, Revised

Subject:

Adoption of the Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) Cycle 1 Program of Projects, which programs \$75 million in new funding capacity for fiscal years 2024-25 through 2027-28.

Background:

Bay Area voters approved RM3 on June 5, 2018; on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first, second, and third dollars of the toll increase on January 1, 2019, January 1, 2022, and January 1, 2025, respectively.

RM3 provides \$150 million in funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Metropolitan Transportation Commission (MTC) is listed as the project sponsor and is responsible for administering a competitive grant program for the funds. MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. MTC Resolution No. 4639 established MTC's policies, procedures, and project selection criteria specific to the SR2TBT program. Applications for the first cycle of the SR2TBT program were due to MTC on October 14, 2024, and \$75 million is available for programming. MTC staff's recommended project awards and recommended contingency projects are listed in Attachment 1.

MTC's Project Selection Process

In response to the Call for Projects, MTC received 51 applications requesting approximately \$315 million, approximately four times the available amount. MTC staff determined that all projects were eligible. MTC Funding Policy and Programs staff assembled an eleven-member evaluation committee and divided the committee into two review teams that reviewed half of the applications received. Attachment 3 to this memo lists the number of evaluators and their agency affiliation. Staff ensured there were no conflicts of interest in the evaluators' review of

applications. The review committee scored applications against the established application criteria from the program guidelines for a maximum point score of 100 points. The program guidelines, application, and evaluation criteria prioritize projects that enhance safety but also advance multiple program goals, including supporting the Bay Trail Network and Gap Closure Implementation Plan, improving access to public transportation, and reducing congestion in state-owned toll bridge corridors. The three program priorities were weighted equally to select projects that could achieve the greatest cumulative impact across these priorities, maximizing the effectiveness of the available funding.

Project Recommendations

Staff recommends fully funding six projects and partially funding one project for a total of \$75 million (see Attachment 1). Staff also recommends adopting a contingency projects list totaling \$31 million, ranked in order based on the project's evaluation score. All proposed projects in the SRT2BT recommendations benefit MTC Equity Priority Communities (EPCs) and are on the MTC Regional Active Transportation Network. Six of the seven recommended projects are either on the Bay Trail or connected to the Bay Trail through the Connector Trail network.

Project Recommendations Items of Interest

1. Conditional Programming Recommendation

Staff recommends a conditional award of \$23.8 million for the Multimodal Bay Skyway Project, conditioning the award on the project team securing the remaining funding in the current round of Senate Bill 1 (SB1) Solutions for Congested Corridors Program or presenting MTC staff with a deliverable segment that maintains the benefits described in the application using the funds from this program after the CTC adopts the SB1 Cycle 4 competitive programs. Should either condition not be met, staff will return to the Commission to revise recommendations to award funds to projects further down the contingency list.

2. Partial Funding Recommendation

The City of Alameda requested \$6.6 million in SR2TBT funds for the Willie Stargell Avenue Safety Improvements project; however, only \$4.9 million of SR2TBT funds remain after funding higher-scoring projects. Therefore, staff recommends partially

funding the project with \$4.9 million in SR2TBT funds. Alameda also submitted the same project application for the same request amount as a part of the concurrent Regional Active Transportation Program Cycle 7 call for projects. The Willie Stargell Avenue Safety Improvements project scored highly in the ATP evaluation process and is recommended for funding under item 4ai. MTC staff expects the full project benefits to be delivered as the funding plan will be nearly complete between the recommended funding in the Regional ATP and SR2TBT programs. Should Alameda not be able to deliver the project benefits or to fully fund the project using other funds, staff recommends removing the Willie Stargell Avenue Safety Improvements project from the recommendations list and re-directing the \$4.9 million to other projects on the contingency list.

Issues:

None.

Recommendations:

1. Refer MTC Resolution No. 4639, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4639, Revised (Attachment B)
- Attachment 1: Recommended Cycle 1 SR2TBT Program of Projects and Contingency Project List
- Attachment 2: List of SR2TBT Project Evaluators
- Attachment 3: Cycle 1 SR2TBT List of Applications Received



Andrew B. Fremier

Date: June 26, 2024
Referred by: PAC

Attachment A
Resolution No. 4639
Page 1 of 14

Safe Routes to Transit & Bay Trail Program (SR2TBT)

Guidelines

**MTC Resolution No. 4639
Attachment A**

June 26, 2024

**Metropolitan Transportation Commission
Funding Policy and Programs Section
<http://mtc.ca.gov/funding>**

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Safe Routes to Transit and Bay Trail Program Guidelines

Background

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first and second dollars of the toll increase on January 1, 2019, and January 1, 2022, respectively.

RM3 provides \$150 million in funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Metropolitan Transportation Commission (MTC) is listed as the project sponsor and is responsible for administering a competitive grant program for the Safe Routes to Transit & Bay Trail (SR2TBT) program. MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. MTC Resolution No. 4639 establishes MTC's policies, procedures, and project selection criteria specific to the SR2TBT program. This document serves as MTC's Safe Routes to Transit and Bay Trail Program Guidelines.

Development Principles

The following principles will frame the development of MTC's SR2TBT program.

- MTC will work with Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested partners to develop the SR2TBT program.
- SR2TBT investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- SR2TBT investments must adhere to the approved Regional Measure 3 Policies and Procedures established by MTC Resolution No. 4404.
- MTC will work with project sponsors to seek efficiencies and streamlining for delivering successful SR2TBT projects.
- MTC will not penalize applicants for previous project delivery issues outside the sponsor's control.

Consistency with MTC Regional Policies

MTC Resolution No. 4404 Compliance – Regional Measure 3 Policies and Procedures

MTC Resolution No. 4404 establishes the general provisions in the management of RM3 funding and establishes the policies and procedures to guide the delivery of capital projects funded by RM3. All projects programmed in the SR2TBT program shall comply with the capital program guidance outlined in Resolution No. 4404 and be managed where allocations are approved based on project sponsor need and readiness and funding availability in the bridge toll program. MTC's goal is to carry out the intent of the regional measure legislation and ensure that programs and projects are delivered.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

MTC Resolution No. 4404 establishes the timely use of funds and project delivery requirements for all the projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the timely use of funds and project delivery requirements outlined in MTC Resolution No. 4404. Missing critical milestones could result in

deleting the project from the SR2TBT program. Therefore, the timely use of funds deadlines must be considered when programming the various project phases in the SR2TBT. Further, MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding. Project sponsors must demonstrate and certify that they can meet all the deadlines for the timely use of funds policies as part of the financial plan included in the Initial Project Report for the various fund sources on the project. MTC encourages project sponsors to follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised.) All projects in the SR2TBT program are subject to the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), including adopting a Resolution of Local Support for selected projects before allocation. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 4493 Compliance – Complete Streets Policy

MTC's Resolution No. 4493 sets forth MTC's regional policy for implementing Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, especially for people biking, walking, rolling, and taking transit. The Complete Streets resolution also requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist is available on MTC's website, which is online at <https://mtc.ca.gov/planning/transportation/complete-streets>.

MTC Resolution Nos. 4530 and 3434 Compliance – Transit-Oriented Communities and Development Policies

MTC adopted a Transit-Oriented Communities (TOC) Policy that applies to existing and planned transit stops and stations served by key rail, ferry, and bus rapid transit services to support the development of communities around new transit lines and stations. As of the release of RM3 funds and the start of RM3 allocations, the TOC policy is in an initial implementation period, and guidance for compliance with the TOC policy is under development. SR2TBT projects, as appropriate, shall comply with the compliance requirements of the TOC policy beginning with the second call for projects in 2026.

Program Guidelines

MTC adopted Resolution No. 4404 Regional Measure 3 Policies and Procedures in December 2019, which serves as the general provisions for managing RM3 funding. All project sponsors must follow the RM3 policies and procedures and the SR2TBT program guidelines in developing and implementing the SR2TB program. In developing the SR2TBT program, 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>.

Development Schedule

The development of the SR2TBT program will follow the schedule outlined on page 13 of this guidance, which is subject to change.

Applicant and Project Eligibility

Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. If an interested applicant does not fall into one of the categories of

eligible applicants, they may partner with an eligible agency to serve as the project applicant and serve as the project implementor. Applicants partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the application and potential allocation request.

All projects eligible for programming must be selected through a competitive process and meet one or more SR2TBT program goals. Eligible projects for the SR2TBT program include infrastructure, plans, infrastructure projects with non-infrastructure components, and quick-build projects. MTC encourages applicants to apply for projects that provide a transformative benefit to a community. MTC hopes to fund one or more large transformative projects that significantly expand the active transportation opportunities in a community or a region.

- **Infrastructure Projects:** Capital projects that will further the goals of the SR2TBT program. These projects can include funding requests for a capital project's environmental, design, right-of-way, and construction phases.
- **Plans:** The development of community-wide bicycle, pedestrian, or active transportation plans with a targeted focus on safe routes to transit and/or access to the Bay Trail.
- **Infrastructure Projects with Non-Infrastructure Components:** capital projects with education or encouragement components. Applicants should highlight non-infrastructure components throughout the application.
- **Quick-Build Projects:** projects that require minor construction and are typically built with durable, low-to-moderate-cost materials that have moderate design flexibility to anticipate adjustments that may occur based on community feedback. A quick-build project shall aim to immediately implement safety needs, allowing a community to benefit quickly from improvements made and allowing the people affected by the project to provide input and test the improvements before longer-term solutions are permanently installed.

Fund Source and Funding Availability

Regional Measure 3 identifies \$150 million in toll revenue for the SR2TBT program. The SR2TBT program will consist of two programming cycles, with the potential for a third should any unprogrammed balances be available. A base funding amount of \$50 million will be available for programming in each cycle. Each cycle will also reserve an optional \$25 million for a transformative active transportation project. If MTC does not select a transformative project or fully program the available \$25 million in either cycle, that amount will roll over to the next cycle, increasing the transformative funding amount to \$25 million plus any unprogrammed funds.

Furthermore, if there are project cancellations or savings in the first two cycles, or if the MTC does not allocate the remaining transformative funding in the second cycle, MTC may hold a third competitive cycle to utilize any remaining funds. The program years for the first cycle of the SR2TBT program cover state fiscal years 2024-25, 2025-26, 2026-27, and 2027-28. The program funding amounts and cycle structure are outlined on page 14 of this guidance.

Quick Build Projects Target

MTC has elected to establish a target of \$3 million, or greater, per cycle, of SR2TBT funds for quick-build style projects. The goal of the target is to encourage quick build and quick-build

style project applications throughout the region that will implement interim capital infrastructure improvements that advance the goals of the SR2TBT program. If the \$3 million target is not met based on score order, quick-build projects that score five or fewer points under the lowest-scoring funded project may be added to the program recommendations list to meet the target.

Regional Program Priorities

Increasing Active Transportation

The program aims to fund projects to increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors, reduce greenhouse gas emissions, increase active transportation, reduce congestion, and improve real and perceived safety. The Bay Trail project's mission is to complete the vision of the 500-mile walking and bicycling shoreline trail that serves Bay Area residents' recreation and active transportation needs. The goals for Bay Trail projects should increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors by funding projects that will lead to enhanced connections and completion of the Bay Trail. As required in RM3 legislation, projects must provide access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals.

Transformative Active Transportation Projects

MTC will prioritize transformative active transportation projects in the SR2TBT program. MTC defines an SR2TBT transformative project as a capital project that holds the potential to dramatically enhance the active transportation built environment and increase active transportation use within the Bay Area. Transformative projects should aim to significantly impact how people move by prioritizing modes like walking, cycling, and other non-automobile forms of travel. Elements of a transformative project should include an emphasis on creating safer routes for pedestrians and cyclists, mitigating existing safety concerns or establishing new secure routes for users, increasing accessibility by connecting to essential community resources, and aspiring to influence regional travel patterns by promoting healthier, more sustainable ways of travel.

Bay Trail & Active Transportation Network

All active transportation projects programmed in the SR2TBT program must demonstrate support for the Bay Trail, toll bridge corridors, or public transit and are encouraged to support MTC's Regional Active Transportation Plan, MTC's Regional Safety/Vision Zero Policies, MTC's Bay Trail Gap Closure Implementation Plan, and countywide bicycle plans. MTC's Regional Active Transportation Plan and Caltrans Deputy Directive 64 provide guidance on considering bicycle and pedestrian transportation. MTC's Regional Active Transportation 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/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>. MTC's Bay Trail Gap Closure Implementation Plan is available at MTC's web site at: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>

MTC Equity Priority Communities

The MTC region has 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. MTC encourages sponsors to apply for projects directly benefiting Equity Priority Communities and other marginalized communities.

MTC defines Equity Priority Communities 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 six 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.

Disadvantage Factor	% of Regional Population	Concentration Threshold
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 consistently uses the definition of Equity Priority Communities 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>.

MTC is currently updating the region’s EPC definition using the latest American Community Survey (ACS) data (2018-2022) to help inform long-range planning efforts such as Plan Bay Area 2050+. The updated definition will be available for use in the summer of 2024. Applicants may identify qualifying census tracts to show benefits to MTC EPCs from the 2020 EPC definition or the 2024 EPC updated data. The latest information regarding the EPC update can be accessed on MTC’s website at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

Other Disadvantaged Communities and Marginalized Populations

While MTC will prioritize projects benefitting EPCs, program applicants can include alternative definitions and metrics of disadvantage inclusive of and contextually relevant to their communities. Any alternative definitions or metrics should be supported by quantifiable data and align with the overarching goal of supporting MTC's EPCs.

Community Based Transportation Plans (CBTPs)

Consistent with other regional discretionary funding programs, MTC will continue to advance projects identified in Community Based Transportation Plans (CBTPs). This planning program is a collaborative process involving residents in low-income Bay Area communities, community- and faith-based organizations serving them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs and 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 and to MTC for consideration in planning, funding, and implementation discussions.

Consistency with One Bay Area Grant Program

The SR2TBT program will reinforce the region's commitment to safety and housing by maintaining consistency with MTC's One Bay Area Grant (OBAG 3) Program framework. Specifically, applicants must submit evidence of an adopted Local Road Safety Plan (LRSP) or equivalent safety plan for the city or county where the proposed project is located. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for funding in the SR2TBT program until they comply.

Additionally, the city or county in which the proposed project is located 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, 2024. Jurisdictions without a certified general plan housing element will be ineligible for the SR2TBT program until they comply. Furthermore, under state statute, jurisdictions must submit Housing Element Annual Reports by April 1 every year.

Matching & Leveraged Funding

The SR2TBT program will not require matching funds for program applications; however, MTC will prioritize applications that include funding from additional non-regional discretionary funding sources. Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that the SR2TBT and leveraged funding in the plan (local, federal, state, and private sources) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must indicate the amounts and sources of leveraged funds in the application cover letter.

Evidence of Transit Coordination

Applicants must demonstrate coordination with affected transit agencies when applying for funding. Evidence of coordination should be 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.

Project Readiness

Project sponsors must demonstrate they can meet the delivery timeframe of the SR2TBT program. Projects that can be delivered earlier shall receive priority for funding over other projects. 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.

Project Application Guidelines

The following sections outline the relevant guidelines and procedures for the SR2TBT program application.

Project Application Process & Requirements

Upon MTC's approval of the SR2TBT program guidelines, MTC will issue a call for projects for the program. Project sponsors must complete an application for each project proposed for funding in the SR2TBT program, consisting of the items on page 15 of this guidance. All application materials, in the form of one electronic copy, must be received by MTC no later than September 30, 2024, to be considered.

Project Evaluation Process and Scoring Criteria

MTC will screen all applications for demonstrated support of the program goals, specifically for projects on or providing connections to the Bay Trail and public transit and for projects that will contribute to congestion relief to the toll bridge corridors. MTC will form a multidisciplinary evaluation committee to review and evaluate projects for eligibility. It will also rank proposed projects based on applicant responses to the application questions below. A maximum of 100 points can be awarded in the evaluation process.

- **Transformative Project (0 points, criteria for transformative funding reserve)**
Applicants must indicate whether or not they consider their project to be a transformative active transportation project consistent with the intent of the SR2TBT program description and provide a narrative explaining the transformative nature of the project. This question will not be scored, and applicants must respond to this question to be considered in the transformative funding category.
- **Safety Countermeasures (0 to 15 points)**
Applicants shall describe the project's scope for improving real and perceived safety for active transportation users. Applicants shall also describe the project's scope as it relates to traffic countermeasures, speed, and driver awareness of active transportation users. The evaluation committee will award to the degree to which the proposed project addresses collision rates, high prevailing vehicle speeds, and volumes, poor sight lines for bicyclists and pedestrians, long unprotected crossings, high turning motion speeds, etc. and to the degree to which the project may reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including identifying safety hazards for pedestrians and bicyclists.

- **Demonstrated Project Need (0 to 15 points)**
Applicants shall describe the need for the proposed project. The evaluation committee will award points for the degree to which the proposed project's scope has the potential to increase all non-automobile transportation that solves a significant safety problem and closes a gap in the transportation network.
- **Support of the Bay Trail Network and Gap Closure Implementation Plan (0 to 10 points)**
Applicants shall describe the project's location as it relates to the regional Bay Trail Network, what type of Bay Trail gap (spine, spur, connector) is being closed or improved, and how the project either connects to or closes a gap in the network as it relates to the Bay Trail Gap Closure Implementation Plan prioritization. If applicable, the Bay Trail Fieldwork Review and the condition of the Bay Trail as it relates to the project should also be provided. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the Bay Trail program.
- **State-Owned Toll Bridge Corridor Congestion Relief (0 to 10 points)**
Applicants shall describe the project's location as it relates to the region's state-owned toll bridges and how the project would increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors and reduce congestion. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the region's state-owned toll bridges.
- **Public Transportation Accessibility (0 to 10 points)**
Applicants shall describe the project's enhancements to improve public transportation accessibility. The evaluation committee will award points for the degree to which the proposed project's scope has the potential to increase all non-automobile transportation trips to public transportation facilities and improve first and last-mile trips from public transportation.
- **Design Alternatives Analysis (0 to 7 points)**
Applicants shall describe the design solutions for the proposed project and why they selected the design as the preferred alternative. The evaluation committee will award points to the degree to which the applicant selected the "recognized best" solutions appropriate for the local community, including but not limited to innovative project elements, sustainability, and resilience.
- **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.
 - Bay Trail build-out and gap closures
 - Regional active transportation network build-out
 - Gap closures in the regional active transportation network
 - Multi-jurisdictional projects
 - Applications only requesting construction phase funds
 - Proximity to Transit-Rich or Connected Community Priority Development Areas (PDAs)

- **Demonstrated Local Engagement & Support (0 to 7 points)**
Applicants shall describe all the local public participation and engagement efforts to develop the project scope. The evaluation committee will award points for the degree to which the proposed project's scope is influenced and supported by local communities and the public.
- **Benefit to MTC Equity Priority Communities (0 to 5 points)**
Applicants shall describe the project's location as it relates to an MTC Equity Priority Community and how the project would benefit the identified EPC. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the EPC.
- **Leveraged Funding (0 to 5 points)**
The evaluation committee will award points to projects with higher proportions of non-regional discretionary funds included in the project funding plan.
- **Multi-Modal Improvements (0 to 4 points)**
Applicants shall describe all potential benefits to various active transportation users. The evaluation committee will award points to the degree to which the project includes elements to benefit all active transportation users.
- **Completion of Approved Environmental Document (0 or 3 points)**
While the SR2TBT program funds can go toward the pre-construction phases of projects, including the environmental document phase, the region prefers environmentally cleared projects to promote certainty in project delivery and project scope. Applicants who 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. This provision does not apply to planning 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 SR2TBT funding.
- **Multi-Jurisdiction Project Sponsorship (0 to 2 points)**
Applicants shall describe all the local agencies involved with the inception and delivery of the proposed project. The evaluation committee will award points for projects with multiple active co-sponsors, including other public agency sponsors, non-profits, and community sponsors.
- **Deliverability Determination (0 to -3 points)**
MTC staff will review each application's project delivery schedule to ensure they meet the policies described in MTC Resolution Nos. 4404 and 3606. Projects deemed unable to allocate SR2TBT funds within the program's lifespan shall receive a 5-point penalty. Projects MTC deems able to be allocated within the programming years of the program cycle will be held harmless.

Project Delivery Guidelines

Program of Projects

Following the evaluation of the SR2TBT applications, MTC staff will recommend programming projects for the SR2TBT in early 2025 to the MTC Programming and Allocations Committee via an amendment to MTC Resolution No. 4639.

Allocation and Funding Agreement Process

MTC Resolution No. 4404 establishes the allocation and funding agreement processes for all capital projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the allocation outlined in MTC Resolution No. 4404. The allocation process for RM3 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements will generally be fully executed through a process of project sponsor governing board certification, followed by Commission allocation action. However, under S&HC Section 30914.7(d)(2), MTC can enter into an agreement between itself and a capital project sponsor addressing specific requirements to be met.

SR2TBT Program Development Schedule

METROPOLITAN TRANSPORTATION COMMISSION Safe Routes to Transit and Bay Trail Program Development Schedule (Subject to Change) June 26, 2024	
Fall & Winter 2023/2024	Program information presented to Metropolitan Transportation Commission (MTC) Working Groups
June 12, 2024	MTC Programming and Allocation Committee (PAC) review of Safe Routes to Transit and Bay Trail Program (SR2TB) Program Guidelines
June 17, 2024	Active Transportation Program (ATP) Applications Due to the California Transportation Commission (CTC) and MTC
June 26, 2024	MTC Commission adoption of SR2TBT Program Guidelines
July 1, 2024	MTC releases SR2TBT Call for Projects
September 30, 2024	SR2TBT Applications Due to MTC
November 1, 2024	CTC releases staff recommendations for ATP Statewide Competitive Program
December 5, 2024	CTC ATP Statewide Program Adoption
January 2, 2025	MTC releases staff recommendation for ATP Regional Program
January 8, 2025	MTC PAC scheduled review and recommendation of the final ATP Regional Program
January 22, 2025	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
February 5, 2025	MTC releases staff recommendations for the SR2TBT Program
February 12, 2025	MTC PAC scheduled review and recommendation of the final SR2TBT Program
February 26, 2025	SR2TBT Program Adoption: MTC Commission scheduled approval of the SR2TBT program

Shaded areas indicate key Active Transportation Program milestones.

SR2TBT Programming Years & Cycle Structure

	Program Years					
Cycle Structure	2025	2026	2027	2028	2029	Total
SR2TBT Base Amount	\$50	\$0	\$50	\$0	\$0**	\$100
SR2TBT Transformative Pot	\$25	\$0	\$25*	\$0	\$0*	\$50
Total SR2TBT Amount	\$75	\$0	\$75	\$0	\$0*	\$150

*Funds may be available for programming if MTC does not select a transformative project for funding in the previous SR2TBT cycle.

** Funds may be available for programming in a future cycle if project savings accrue.

	Programming Years					
Program Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
2025 (Cycle 1)						
2027 (Cycle 2)						
2029 (Cycle 3)*						

* Funds may be available for programming in a future cycle if project savings accrue.

This document is a general guide to the criteria reviewers will use to evaluate applications. Please note that project scoring under these criteria is advisory only.

SR2TBT Project applications will be scored on the following criteria:

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p style="text-align: center;">Safety Countermeasures</p> <p style="text-align: center;">0 to 15 Points</p>	<p>0-3 Points: Minimal or No Impact The application fails to provide any relevant information.</p> <p>1-3 Points: The application provides minimal details on safety improvements. The proposed project has a negligible impact on collision rates, vehicle speeds, sight lines, or pedestrian and bicyclist safety.</p> <p>4-7 Points: Moderate Impact The application describes some safety countermeasures but lacks comprehensive details. The project addresses a few safety concerns but does not provide a clear plan for significant improvements. The application provides a moderate level of detail on safety improvements. The project addresses several safety concerns but may lack specificity or a robust implementation plan.</p> <p>8-11 Points: Significant Impact The application describes safety countermeasures in detail and addresses multiple safety concerns. The project has a clear plan for improving safety but may have some minor gaps or discrepancies in the response. The application provides a thorough and detailed description of safety improvements. The project addresses most safety concerns comprehensively and has a well-defined implementation plan.</p> <p>12-15 Points: Exceptional Impact The application offers an extensive and detailed description of safety countermeasures that address all major safety concerns and have a strong, clear implementation plan. It provides an exceptional and comprehensive plan for safety improvements. The project addresses all safety concerns in detail, with innovative solutions and a robust implementation plan that is likely to significantly reduce collision rates, vehicle speeds, and safety hazards for pedestrians and bicyclists.</p>	<p>Strong responses will include:</p> <p>Innovative approaches to safety that go beyond standard practices.</p> <p>Community-generated and supported elements for the project.</p> <p>Discussion of long-term sustainability and maintenance of the proposed safety improvements.</p>	<p>Describe how your plan or NI project will enhance safety for pedestrians, cyclists, and other active transportation users through potential future infrastructure improvements, educational programs, or policy changes.</p> <p>Highlight specific measures that will reduce collisions and increase user confidence.</p> <p>Explain how these safety enhancements will be monitored and evaluated over time.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p>Demonstrated Project Need</p> <p>0 to 15 Points</p>	<p>0-3 Points: Minimal or No Need Demonstrated 0 Points: The application does not describe the need for the project or fails to provide any relevant information. 1-3 Points: The application provides minimal details on the need for the project. The proposed project has a negligible impact on increasing non-automobile transportation, solving safety problems, or closing gaps in the transportation network.</p> <p>4-7 Points: Moderate Need Demonstrated The application describes some need for the project but lacks comprehensive details. The project addresses a few issues but does not provide a clear plan for significant improvements in non-automobile transportation or safety. The application provides a moderate level of detail on the need for the project. The project addresses several issues but may lack specificity or a robust implementation plan.</p> <p>8-11 Points: Significant Need Demonstrated The application describes the need for the project in detail and addresses multiple issues. The project has a clear plan for increasing non-automobile transportation and solving safety problems but may have some minor gaps. The application provides a thorough and detailed description of the need for the project. The project addresses most issues comprehensively and has a well-defined implementation plan.</p> <p>12-15 Points: Exceptional Need Demonstrated The application offers an extensive and detailed description of the need for the project. The project addresses all major issues and has a strong, clear implementation plan. The application provides an exceptional and comprehensive plan for addressing the need for the project. The project addresses all issues in detail, with innovative solutions and a robust implementation plan that is likely to significantly increase non-automobile transportation, solve significant safety problems, and close gaps in the transportation network.</p>	<p>Strong responses will include:</p> <p>Data and evidence to support the need for the project.</p> <p>Clear evidence that the need for the project aligns with community needs.</p>	<p>Provide a detailed explanation of the challenges, safety concerns, and barriers to active transportation in your jurisdiction and how your plan or NI project aims to address these issues to increase non-auto transportation trips.</p> <p>Include data or case studies illustrating the need for improved active transportation options.</p> <p>Discuss how addressing these needs will contribute to broader community goals.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p>Support of the Bay Trail Network and Gap Closure Implementation Plan</p> <p>0 to 10 Points</p>	<p>Minimal or No Benefit (0-2 Points) 0 Points: The application does not address the project’s connection with the Bay Trail Network or fails to provide any relevant information. 1-2 Points: The application provides minimal details on the project’s location and its relation to the Bay Trail Network or its potential to increase access to the network. The proposed project has a negligible impact on closing or improving Bay Trail gaps or access.</p> <p>Moderate Benefit (3-5 Points) The application describes some aspects of the project’s location and relation to the Bay Trail Network but lacks comprehensive details. The project addresses a few Bay Trail gaps but does not provide a clear plan for significant improvements. The application provides a moderate level of detail on the project’s location and its relation to the Bay Trail Network or the potential to increase access to the network. The project addresses several Bay Trail gaps but may lack specificity or a robust implementation plan.</p> <p>Significant Benefit (6-8 Points) The application describes the project’s location, relation to, and the potential to increase access to the Bay Trail Network in detail and addresses multiple Bay Trail gaps. The project has a clear plan for improving the Bay Trail Network but may have minor inconsistencies. The application provides a thorough and detailed description of the project’s location, its relation to, and the potential to increase access to the Bay Trail Network. The project comprehensively addresses most Bay Trail gaps and has a well-defined implementation plan.</p> <p>Exceptional Benefit (9-10 Points) The application offers an extensive and detailed description of the project’s location, its relation to, and the potential to increase access to the Bay Trail Network. The project addresses all major relevant Bay Trail gaps and has a strong, clear implementation plan. The application provides an exceptional and comprehensive plan for improving the Bay Trail Network. The project addresses all Bay Trail gaps in detail, with innovative solutions and a robust implementation plan that is likely to significantly benefit the Bay Trail Network and align with the Bay Trail Gap Closure Implementation Plan prioritization.</p>	<p>Strong responses will include:</p> <p>Details (including clear and specific maps) on the project's proximity to the Bay Trail Network.</p> <p>Evidence that projected users would use the project to access the Bay Trail Network.</p>	<p>Discuss community needs as they relate to Bay Trail connectivity and implementation plans. Explain how your plan or NI project will advance these goals.</p> <p>Describe how these enhancements will encourage more people to use the Bay Trail for recreation and commuting.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p>State-Owned Toll Bridge Corridor Congestion Relief</p> <p>0 to 10 Points</p>	<p>Minimal or No Benefit (0-2 Points) 0 Points: The application does not mention the project’s relation to state-owned toll bridges or fails to provide any relevant information. 1-2 Points: The application provides minimal details on the project’s location and its potential to relieve congestion on toll bridges. The proposed project has a negligible impact on alleviating congestion, increasing travel options, and reducing auto-trips.</p> <p>Moderate Benefit (3-5 Points) The application describes some aspects of the project’s location and its potential to relieve congestion on toll bridges but lacks comprehensive details. The project addresses a few issues but does not provide clear evidence that the project could provide significant improvements. The application provides moderate detail on the project’s location and its potential to relieve congestion on toll bridges. The project addresses several issues but may lack specificity.</p> <p>Significant Benefit (6-8 Points) The application describes the project’s location and its potential to relieve congestion on toll bridges in detail and addresses multiple issues. The project has a clear understanding that the proposed project could alleviate congestion, increase travel options, and reduce auto-trips, but it may have some minor gaps. The application provides a thorough and detailed description of the project’s location and its potential to relieve congestion on toll bridges. The project addresses most issues comprehensively and has a well-defined understanding of the program goals.</p> <p>Exceptional Benefit (9-10 Points) The application offers an extensive and detailed description of the project’s location and its potential to relieve congestion on toll bridges. The project addresses all major issues and has a strong, clear understanding that the proposed project could alleviate congestion, increase travel options, and reduce auto-trips. The application provides an exceptional and comprehensive narrative describing how the project could alleviate congestion, increase travel options, and reduce auto-trips.</p>	<p>Strong responses will include:</p> <p>Details (including clear and specific maps) on the project's proximity to the toll-bridge corridors.</p> <p>Evidence that projected users would use the project as an alternative mode of travel.</p> <p>Thorough discussion on the project's potential to enhance connectivity within the transportation network and other travel options.</p>	<p>Outline strategies your plan or NI project will use to encourage non-auto transportation options near or along state-owned toll bridge corridors.</p> <p>Discuss how these strategies have the potential to reduce congestion.</p> <p>Discuss the plan’s or NI-project’s proximity to the toll-bridge corridors.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p>Public Transportation Accessibility</p> <p>0 to 10 Points</p>	<p>Minimal or No Benefit (0-2 Points) 0 Points: The application does not address the project’s enhancements to improve public transportation accessibility or fails to provide any relevant information. 1-2 Points: The application provides minimal details on the project’s potential to increase non-automobile transportation trips to public transportation stations or stops. The proposed project has a negligible impact on improving first- and last-mile trips from public transportation.</p> <p>Moderate Benefit (3-5 Points) The application describes some aspects of the project’s enhancements to improve public transportation accessibility but lacks comprehensive details. The project addresses a few issues but does not provide a clear plan for significant improvements. The application provides a moderate level of detail on the project’s potential to increase non-automobile transportation trips to public transportation facilities. The project addresses several issues but may lack specificity or a robust implementation plan.</p> <p>Significant Benefit (6-8 Points) The application describes the project’s enhancements to improve public transportation accessibility in detail and addresses multiple issues. The project has a clear plan for increasing non-automobile transportation trips and improving first- and last-mile trips but may have some minor gaps. The application provides a thorough and detailed description of the project’s potential to increase non-automobile transportation trips to public transportation facilities. The project addresses most issues comprehensively and has a well-defined implementation plan.</p> <p>Exceptional Benefit (9-10 Points) The application offers an extensive and detailed description of the project’s enhancements to improve public transportation accessibility. The project addresses all major issues and has a robust and clear implementation plan. The application provides an exceptional comprehensive plan for increasing non-automobile transportation trips to public transportation facilities and improving first- and last-mile trips. The project addresses all issues in detail, with innovative solutions and a robust implementation plan that is likely to benefit public transportation accessibility significantly.</p>	<p>Strong responses will include:</p> <p>Details on the project's proximity to public transportation stations or key transit stops.</p> <p>Evidence that projected users would use the project to access public transportation.</p> <p>Discussion on how well the project aligns with community needs and transportation patterns.</p>	<p>Detail how your plan or NI project will enhance public transit access, including improvements to first and last-mile connections, transit stop amenities, and/or integration with other transportation modes.</p> <p>Explain how the plan or project's goals will address accessibility concerns to make public transit more viable and attractive for a broader range of users.</p> <p>Highlight any partnerships with transit agencies or other stakeholders supporting these efforts.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p style="text-align: center;">Design Alternatives Analysis</p> <p style="text-align: center;">0 to 7 Points</p>	<p>Minimal Considerations (0-2 Points) 0 Points: The application does not address design solutions or fails to provide any relevant information. 1-2 Points: The application provides minimal details on the design solutions and the rationale for selecting the preferred alternative. The proposed design has a negligible impact on innovation, sustainability, or resilience.</p> <p>Moderate Considerations (3-5 Points) The application describes some design solutions and provides a basic rationale for selecting the preferred alternative but lacks comprehensive details. The project includes a few innovative elements but does not fully address sustainability or resilience. The application provides a moderate level of detail on the design solutions and the rationale for selecting the preferred alternative. The project includes several innovative elements and addresses sustainability and resilience to some extent but may lack specificity or a robust implementation plan.</p> <p>Significant Considerations (6-7 Points) The application describes the design solutions in detail and provides a clear and well-supported rationale for selecting the preferred alternative. The project includes multiple innovative elements and comprehensively addresses sustainability and resilience. The application provides an exceptional and comprehensive plan for the design solutions, with a strong, clear rationale for selecting the preferred alternative. The project includes highly innovative elements and thoroughly addresses sustainability and resilience, demonstrating a significant benefit to the local community.</p>	<p>Strong responses will include:</p> <p>Evaluations on how well the design solutions are tailored to the specific needs and characteristics of the local community.</p> <p>Innovative design elements that go beyond standard practices. Considerations for the project’s potential to enhance sustainability and resilience in the face of environmental challenges and climate change.</p>	<p>Describe the plan for selecting outcomes, recommendations, or designs for future projects, including how you will involve community members, stakeholders, and experts in decision-making.</p> <p>Please explain the process that will be used to evaluate potential projects and ensure they meet community needs.</p> <p>Discuss how feedback will be collected and incorporated into the final plan or NI-project structure.</p>
<p style="text-align: center;">Consistency with Regional Priorities and Planning Efforts</p> <p style="text-align: center;">0 to 7 Points</p>	<p>MTC staff will award up to 7 points for projects consistent with or identified in a regional plan and within Transit-Rich or Connected Community Priority Development Areas. To receive total points, applicants should highlight consistency with the following:</p> <ul style="list-style-type: none"> • Plan Bay Area 2050 Health and Safety goals & Transportation strategies • Bay Trail Gap Closure Implementation Plan • Regional Active Transportation Network • Transit-rich or Connected Community Priority Development Areas (PDAs) 	<p>Discuss thoroughly how the project supports specific MTC planning documents and priorities.</p>	<p>Discuss thoroughly how the plan or non-infrastructure project supports specific MTC planning documents and priorities.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p>Demonstrated Local Engagement & Support</p> <p>0 to 7 Points</p>	<p>Minimal Local Engagement (0-2 Points) There is no evidence of public participation or engagement efforts. Minimal public participation; project scope developed with limited input from local communities. Some public participation; project scope includes input from a small segment of the community but lacks broader support.</p> <p>Moderate Local Engagement (3-5 Points) The project is identified in an agency-adopted policy document and has been reviewed by a local advisory committee or similar body. It is also included in an official Plan of one or more transit agencies and has been reviewed by a local advisory committee.</p> <p>Significant Local Engagement (6-7 Points) Project has strong bicyclist, pedestrian, and general community support, is included in multiple policy documents, has been reviewed by a local advisory committee, and the public has had multiple opportunities to review and provide input through public meetings. The project scope was developed through a comprehensive public planning process that allowed for public input to shape the project.</p>	<p>Strong responses will include:</p> <p>Significant evidence of engagement and support from multiple engagement exercises.</p>	<p>Identify your plan's or NI project's primary audience, such as residents, commuters, students, or tourists, and explain how your initiatives will meet their specific needs and preferences.</p> <p>Please provide demographic information or other data that supports your focus on this community.</p> <p>Discuss how you will engage with this community and community benefit organizations or other local advocacy groups throughout the process.</p>
<p>Benefit to MTC Equity Priority Communities</p> <p>0 to 5 Points</p>	<p>Community Considerations</p> <ul style="list-style-type: none"> • 1 Point for clear evidence that an MTC EPC community supports the project • 1 Point for a clear explanation that the project provides reasonable mobility and accessibility improvements for an MTC EPC. • 1 Point for clear evidence that an MTC EPC community was involved in developing project scope elements. <p>Project Location</p> <ul style="list-style-type: none"> • 2 Points for Project location(s) are/is fully located within an MTC EPC • 1 Point for project location(s) partially within an MTC EPC 	<p>Strong responses will include:</p> <p>Significant evidence of targeted EPC engagement and a clear discussion or visual representation of the project's proximity to an MTC EPC.</p>	<p>Strong responses will include:</p> <p>Significant evidence of targeted EPC engagement and a clear discussion or visual representation of the project's proximity to an MTC EPC.</p>

Criteria	RM3 Rubric	Considerations	Plan & NI Guidance
<p>Leveraged Funding</p> <p>0 to 5 Points</p>	<p>Points will be awarded based on the amount of RM3 funding in the project funding plan.</p> <ul style="list-style-type: none"> • 1 Point At least 1% to 5% of the total project cost • 2 Points More than 5% to 10% of the total project cost • 3 Points More than 10% to 15% of the total project cost • 4 Points More than 15% to 20% of the total project cost • 5 Points More than 20% of the total project cost 	<p>MTC will not consider in-kind funds as eligible for leveraging.</p>	<p>MTC will not consider in-kind funds as eligible for leveraging.</p>
<p>Multi-Modal Improvements</p> <p>0 to 4 Points</p>	<p>A project must include a bicycle, pedestrian, transit station/stop, and vehicle component to earn the maximum number of points:</p> <ul style="list-style-type: none"> • 1 Point for safety improvements affecting one mode • 2 Points for safety improvements affecting two modes • 3 Points for safety improvements affecting three modes • 4 Points for safety improvements affecting all modes 	<p>All applications are strongly encouraged to include elements that improve BOTH walking and bicycling.</p>	<p>All applications are strongly encouraged to include elements that improve BOTH walking and bicycling.</p>
<p>Completion of Approved Environmental Document</p> <p>0 or 3 Points</p>	<p>Applications that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive points.</p> <ul style="list-style-type: none"> • 0 points for infrastructure projects that do not provide evidence of environmental clearance • 3 points for projects that provide evidence of environmental clearance • 3 points projects that are non-infrastructure only or planning projects 	<p>NEPA documentation is not required if the project excludes or plans to exclude federal funding.</p>	<p>N/A</p>
<p>Multi-Jurisdiction Project Sponsorship</p> <p>0 to 2 Points</p>	<p>Partners can include other agency departments, agencies, jurisdictions, etc., impacted by the proposed project that is not the applicant:</p> <ul style="list-style-type: none"> • 0 Points for non-multi-jurisdictional projects • 1 Point for projects with one active co-sponsor • 2 Points for projects with more than one active co-sponsor(s) and clear and convincing evidence that the additional partner(s) will be engaged at various stages of the project delivery 	<p>Describe all agencies involved with the inception and delivery of the proposed project.</p>	<p>Describe all agencies involved with the inception and delivery of the proposed project.</p>
<p>Deliverability Determination</p> <p>0 to -3 Points</p>	<p>MTC staff will review the project information to ensure a realistic and reasonable funding scenario, cost estimates, and delivery timeline.</p>	<p>Ensure project information is presented consistently and accurately across all responses and project attachments.</p>	<p>Ensure project information is presented consistently and accurately across all responses and project attachments.</p>

Attachment 1

Recommended Cycle 1 Safe Routes to Transit and Bay Trail Program of Projects (Alphabetical Order)

County	Sponsor	Project Title	Recommended Funding \$1,000s	Project Description
ALA	Alameda County Transportation Commission	East Bay Greenway Multimodal (Phase 1: Lake Merritt to Bayfair)	\$ 25,000	The East Bay Greenway Multimodal (Phase 1): Lake Merritt to Bayfair Project (Project) will create regional “all ages and abilities” bicycle and pedestrian facilities that are safe and comfortable for users of any age or experience level through heavily urbanized areas in the East Bay of the San Francisco Bay Area. Running parallel and connecting to five San Francisco Bay Area Rapid Transit District (BART) rail stations.
ALA	City of Alameda*	Stargell Avenue Complete Street Project	\$ 4,896	In the City of Alameda, along Willie Stargell Avenue, located in the northwestern part of the main island of Alameda, the project extends from Main Street (in the west) to Mariner Square Loop (in the east). The project will design and construct a bike path and sidewalk with lighting, trees, and bioretention; install ped crossing improvements at three intersections; and install a connecting Class IV bikeway.
ALA	City of Berkeley	Adeline Street Quick-Build	\$ 922	The City of Berkeley seeks to implement a “quick-build” Class IV separated bikeway project to fill a 0.6 mile gap in the low-stress bikeway network and provide direct, continuous, safer bicycle access to the Ashby BART Station.
ALA	City of Emeryville	40th Street Multimodal Project	\$ 13,167	The 40th Street Multimodal Project focuses on enhancing the safety and accessibility of 40th Street and Shellmound Street corridors for all road users. The 40th Street Multimodal Project is in a prime location to dramatically enhance active transportation and transit use within Emeryville by creating safer and faster routes for residents – as pedestrians, bicyclists and transit riders – to access essential community resources.
CC	Contra Costa County	San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study	\$ 425	The San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure Study will identify and evaluate potential enhanced bicycle and pedestrian improvements along a segment of San Pablo Avenue from Richmond Parkway, through sections of Unincorporated County that includes Montalvin Manor, Tara Hills, and Bayview, through the City of Pinole, to the Pinole-Hercules border.
MRN	City of San Rafael	Canal Neighborhood Bellam Gateway Local Access Improvement Project	\$ 6,840	The Canal Neighborhood Bellam Gateway Local Access Improvement project would implement a fully separated shared use path along Bellam Boulevard from Playa Del Rey to Kerner Drive, and along Bellam Boulevard from the I-580 SB offramp to Andersen Drive, continuing south on Andersen to Jacoby Street, and connecting to the North-South Greenway and beyond to downtown San Rafael or Larkspur.
SF	SFCTA & BATA	Multimodal Bay Skyway	\$ 23,750	The Skyway is a 7.5-mile-long corridor that will provide a direct connection for cyclists, pedestrians and other micromobility users between two of Northern and Central California’s three largest hubs—downtown Oakland and downtown San Francisco—as well as points in between those hubs, including West Oakland, Yerba Buena Island and Treasure Island.
Total			\$ 75,000	

*Alameda requested \$6,619 however \$4,896 is available for funding.

Staff Recommendations for Cycle 1 Safe Routes to Transit and Bay Trail Program of Projects – Contingency List (Score Order)

MTC Score	County	Sponsor	Project Title	Requested Funding \$1,000s	Project Description
81.6	SM	City of Menlo Park	Willow Road (SR-114) Separated Bikeway and Pedestrian Improvements Project	\$ 8,901	The project will improve pedestrian crossings and reduce high-stress bicycle conditions to create a more accessible, more comfortable, and lower-stress corridor for Menlo Park and East Palo Alto residents, workers, and visitors, especially residents of the disadvantaged community.
81.0	SCL	Santa Clara VTA	Bascom Avenue Complete Street Project (I-880) to Hamilton Avenue)	\$ 7,716	The project will construct the complete street and safety improvements identified by the community on a three-mile stretch of Bascom Avenue in Santa Clara County and close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.
80.8	SF	SFMTA	Howard Streetscape Project	\$ 14,000	Improvements will include a permanent two-way class IV bikeway using a concrete island, added traffic and bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners, bulb-outs, raised crosswalks at alleyways, mid-block crosswalks, new crosswalks at alleyways and minor streets and curb management.
Total				\$ 30,617	

Attachment 2: List of SR2TBT Project Evaluators

Metropolitan Transportation Commission

Regional Measure 3: Safe Routes to Transit and Bay Trail Program – Cycle 1

Table 1: Safe Routes to Transit and Bay Trail Program – Cycle 1 List of Evaluators

Affiliation	Description	Number of Evaluators
Bay Area Rapid Transit	Regional Transit Agency	1
Bay Conservation & Development Commission	Regional Planning Agency	1
California State Coastal Conservancy	State Planning Agency	1
Caltrans District 4	Active Transportation Planning Agency	1
MTC/ABAG, Active Transportation Planning Staff	Active Transportation Safety	1
MTC/ABAG, Bay Trail Staff	Bay Trail & Active Transportation Planning	2
MTC/ABAG, Funding Policy and Programs Staff	Funding and Project Delivery	3
MTC/ABAG, Regional Network Management Staff	Regional Transit Planning	1

Attachment 3

Metropolitan Transportation Commission

Safe Routes to Transit & Bay Trail Program - Cycle 1

List of Applications Received - Scores (Descending Score Order)

Color Key

Black on Blue: Projects Recommended in the SR2TBT Cycle 1
Black on Yellow: Projects Slated to receive partial award
Black on Purple: Projects Slated to conditional award
Black on White: Project Applied to ATP Program

\$1,000s

County	Agency	Project Title	Total Project Cost	Total Fund Request	Application Score
ALA	City of Emeryville	40th Street Multimodal Project	\$ 30,599	\$ 13,167	92.60
SF	SFCTA	Multimodal Bay Skyway	\$ 209,051	\$ 23,750	90.80
ALA	ACTC	East Bay Greenway Multimodal (Phase 1): Lake Merritt to Bayfair)	\$ 192,058	\$ 25,000	87.80
MRN	City of San Rafael	Canal Neighborhood Bellam Gateway Local Access Improvement Project	\$ 8,560	\$ 6,840	86.00
CC	Contra Costa County	San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study	\$ 500	\$ 425	83.80
ALA	City of Alameda	Stargell Avenue Complete Street Project	\$ 7,408	\$ 6,619	82.40
ALA	City of Berkeley	Adeline Street Quick-Build	\$ 1,041	\$ 922	82.00
SM	City of Menlo Park	Willow Road (SR-114) Separated Bikeway and Pedestrian Improvements Project	\$ 16,560	\$ 8,901	81.60
SCL	Santa Clara VTA	Bascom Avenue Complete Street Project (I-880) to Hamilton Avenue)	\$ 84,000	\$ 7,716	81.00
SF	SFMTA	Howard Streetscape Project	\$ 49,244	\$ 14,000	80.80
ALA	OakDOT	8th Street Corridor Improvements	\$ 23,500	\$ 14,995	80.40
MRN	City of San Rafael	Downtown San Rafael North-South Greenway Gap Closure Project	\$ 5,444	\$ 4,355	79.00
SOL	City of Vallejo	Vallejo Bluff Trail	\$ 9,500	\$ 8,300	78.60
ALA	City of Berkeley	Southwest Berkeley Bicycle Boulevards	\$ 3,875	\$ 3,430	77.60
ALA	OakDOT	5th Avenue Streetscape Project	\$ 11,588	\$ 1,068	77.20
CC	CCTA	West & Central CC County All Ages & Abilities Trails to Transit and Bay Trail Gap Closure	\$ 5,205	\$ 3,898	77.20
CC	City of Concord	Monument Boulevard Trails-to-Transit	\$ 25,000	\$ 19,247	75.10
ALA	BART	Coliseum Bicycle and Pedestrian Preferred Path of Travel	\$ 2,340	\$ 1,860	74.75
MRN	County of Marin	Point San Pedro Rd Corridor Community Planning and Bay Trail Gap Closure Study	\$ 770	\$ 700	74.00
SM	SMCTA	SFO Bay Trail Gap Closure Project	\$ 3,280	\$ 3,280	74.00
SM	City of San Bruno	Huntington Avenue Bikeway and Pedestrian Improvement Project	\$ 5,900	\$ 4,720	72.20
SOL	Solano County	Benicia Road Complete Streets Project Phase 2	\$ 2,152	\$ 1,000	71.60
MRN	SMART	SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure	\$ 16,482	\$ 15,852	71.20
SM	City of San Mateo	19th Ave/Fashion Island Blvd Complete Street Class IV Bikeway Project	\$ 22,769	\$ 9,556	71.20
SM	City of South San Francisco	East Grand Avenue Complete Streets Corridor Improvements	\$ 27,000	\$ 25,000	70.60
ALA	City of Fremont	I-880/Decoto Interchange Modernization Project	\$ 32,396	\$ 15,000	68.00
SM	City of Millbrae	Millbrae-Spur Trail to Bay Trail Connections	\$ 2,655	\$ 1,652	67.60
ALA	OakDOT	85th Avenue Pedestrian and Bicyclist Path	\$ 12,532	\$ 1,159	67.00
MRN	Town of Corte Madera	Paradise Drive Gap Closure Project - Seawolf Passage to Prince Royal Drive	\$ 1,560	\$ 1,160	65.80
SM	City of Redwood City	Redwood City Bay Trail Gap Closure Project	\$ 2,113	\$ 2,015	65.20
MRN	City of Sausalito	Bridgeway Road/Bike/Pedestrian Improvements - Gate 6 to Harbor	\$ 313	\$ 274	64.00
ALA	City of Hayward	Eden Greenway Active Transportation Corridor	\$ 137,000	\$ 2,000	63.40
CC	CCTA	Multi-Jurisdictional Lamorinda Regional Trails-to-Transit Plan	\$ 1,050	\$ 840	62.60
CC	City of Richmond	San Francisco Bay Trail Extension: Point Molate	\$ 11,723	\$ 5,000	60.60
SM	City of East Palo Alto	East Bayshore Pedestrian and Cyclist Safety Improvements Project	\$ 3,980	\$ 2,505	60.60
CC	City of Antioch	L St. Pathway to Transit - Bicycle and Pedestrian Improvement Project	\$ 24,280	\$ 5,680	60.40
ALA	City of Albany	Pierce-Cleveland Bikeway Connection Project	\$ 8,172	\$ 6,090	57.80
CC	CCPW	Treat Blvd Corridor Improvements	\$ 5,800	\$ 1,000	57.80
SON	City of Petaluma	Petaluma River Trail - US-101 and SMART Undercrossings Project	\$ 7,045	\$ 4,532	56.20
CC	City of Pittsburg	Maximizing Access to Pittsburg BART Stations	\$ 1,300	\$ 1,300	52.40
SM	City of Belmont	Alameda de Las Pulgas (ADLP) Corridor Project	\$ 18,427	\$ 14,927	51.00
SCL	City of San Jose	Alviso Slough Bay Trail Improvements Design	\$ 650	\$ 650	47.80
NAP	NVTA	Oxbow/Third St. Connector	\$ 5,650	\$ 5,650	47.60
CC	CCPW	Iron Horse Corridor San Ramon Double Tracking Study	\$ 750	\$ 750	44.20
MRN	City of Sausalito	Bridgeway Improvements - Napa St. to Johnson St	\$ 2,295	\$ 1,920	43.60
MRN	City of Sausalito	Bridgeway Improvements - Spring St to Napa St	\$ 3,937	\$ 388	43.60
MRN	City of Larkspur	Redwood Highway Westside AT, Last Mile, & Gap Closure Project	\$ 3,499	\$ 3,099	41.60
CC	CCPW	Iron Horse Corridor at Pleasant Hill/Contra Costa Centre BART Station Lighting Study	\$ 250	\$ 250	40.40
ALA	OakDOT	Active Access to the Bay Trail and Waterfront at Brooklyn Basin	\$ 8,269	\$ 4,969	37.80
SOL	City of Benicia	Military East Sidewalk Gap Closure Project	\$ 2,414	\$ 2,314	35.00
SOL	City of Suisun City	McCoy Creek Trail Phase III Improvements Project	\$ 4,951	\$ 4,951	29.40
51	Total Applications		\$ 1,066,837	\$ 314,676	