



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

6:00 p.m. - 7:30 p.m., Thursday, May 7, 2026

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

STA Zoom Link

<https://us02web.zoom.us/j/87114082633?pwd=bOBgEZBSRcTay7Om52YXE8VWgqXwpb.1>

Join by Phone: 1 (669) 900 6833

Meeting ID: 871 1408 2633, Passcode: 463116

ITEM

STAFF PERSON

- 1. **CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM** (6:00 – 6:05 p.m.) Jacob Francisco, Chair
- 2. **APPROVAL OF AGENDA** (6:05 – 6:10 p.m.) Jacob Francisco, Chair
- 3. **OPPORTUNITY FOR PUBLIC & STAFF COMMENTS** (6:10 – 6:20 p.m.) Jacob Francisco, Chair
 - a) Update on the One Bay Area Grant Cycle 4 (OBAG 4) Jasper Alve, STA
 - b) 2026 Bike Month Events Dulce Jiménez, STA
- 4. **CONSENT CALENDAR** (6:20 – 6:25 p.m.) Jacob Francisco, Chair
Approve the following consent items in one motion.
 - A. **BAC MEETING MINUTES** Josué Jiménez, STA
Recommendation:
Approve BAC Meeting Minutes of March 5, 2026
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- 5. **PRESENTATIONS**
 - A. **None.**
The complete Bicycle Advisory Committee packet is available on STA’s website: www.sta.ca.gov

2026 BAC MEMBERS

Brett Nelson
City of Benicia

David Belef
City of Vallejo

Jacob Francisco
City of Fairfield
Chair

Jason Gray
Solano County

Joshua Blissett
Member at Large
Vice Chair

Neal Iverson
City of Vacaville

Tyler Meirose
City of Suisun City

Terry Stenz
City of Dixon

VACANT
City of Rio Vista

6. ACTION NON-FINANCIAL

A. Election of new 2026 BAC Vice Chair

BAC Members

Recommendation:

Nominate and elect a new 2026 BAC Vice Chair to serve the remainder of the 2026 calendar year.

(6:25 – 6:35 p.m.)

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7. INFORMATIONAL ITEMS – DISCUSSION

A. Upcoming Transportation Development Act Article 3 (TDA-3) Call for Projects

Dulce Jiménez, STA

(6:35 – 6:55 p.m.)

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B. Discussion of the Active Transportation Program

Dulce Jiménez, STA

(7:00 – 7:15 p.m.)

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8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATES/ ROUND TABLE

BAC Members

(7:15 – 7:30 p.m.)

10. ADJOURNMENT

The next meeting will be held on **July 16, 2026**, from 6:00-7:30 p.m. for the Special Joint BAC & PAC Meeting at the STA building.

Special Joint BAC&PAC 2026 Meeting Dates:

Please mark your calendars for these dates

6:00 p.m., Thursday, July 16, 2026

6:00 p.m., Thursday, September 3, 2026

BAC 2026 Meeting Dates:

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

Please mark your calendars for these dates

6:00 p.m., Thursday, November 5, 2026

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



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San Mateo • Santa Clara • Solano • Sonoma

ARTWORK BY PATRICK SEAN GIBSON

JOIN YOUR COMMUNITY & #BIKESOLANO

- APR. 19** **APR. 19: Vallejo Community Bike Fair at Dan Mini Elementary School**
Join us for bike repairs & maintenance, bike rodeo, helmet fitting & decorating, and local resources.
- APR. 24** **APR. 24: Dixon Community Bike Fair at John Knight Middle School**
Join us for bike repairs & maintenance, helmet fitting & decorating, and local resources.
- APR. 29** **APR. 29: Fairfield Community Bike Fair at Green Valley Middle School**
Join us for bike repairs & maintenance, helmet fitting & decorating, and local resources.
- MAY 1** **MAY 1: Bay Area Bike Challenge Kick-Off**
Join all 9 Bay Area Counties in riding a combined 175,000 miles in May.
- MAY 6** **MAY 6: Bike & Roll To School Day**
Ride to school with your friends! Schools, register here: <https://tinyurl.com/B2SD2026>
- MAY 10** **MAY 10: Vallejo Bi-Weekly Ride Hosted by V-Town Bikes**
Join V-Town Bikes for a Mother's Day ride. Ride will be 12-16 miles on mixed surfaces. All skill levels welcome.
- MAY 14** **MAY 14: Bike to Work Day (BTWD)**
Pledge to ride and get your **FREE** BTWD bag at any Solano County Energizer Station.
- MAY 14** **MAY 14: Vacaville Community Bike Fair at Markham Elementary School**
Join us for bike repairs & maintenance, bike rodeo, helmet fitting & decorating, and local resources.
- MAY 24** **MAY 24: Vallejo Bi-Weekly Ride Hosted by V-Town Bikes**
Join V-Town Bikes for a ride to Lucia's in Crockett. Ride will be 12-16 miles on mixed surfaces. All skill levels welcome.

Pledge To Ride your bike in May & be entered to win! Sign-up for the Bay Area Bike Challenge!



For more information, call Solano Mobility:

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www.solanomobility.org



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**Bicycle Advisory Committee (BAC)
Minutes for the Meeting of March 5, 2026**

1. CALL TO ORDER/CONFIRM QUORUM

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

BAC Members Present

(In Alphabetical Order by Last Name):

David Belef	City of Vallejo
Joshua Blissett – Vice Chair (Zoom)	Member at Large
Jacob Francisco – Chair	City of Fairfield
Jason Gray	Solano County
Neal Iverson	City of Vacaville
Nancy Lund	City of Benicia
Tyler Meirose	City of Suisun City
Terry Stenz	City of Dixon

Absent BAC Members

Neal Iverson	City of Vacaville
VACANT	City of Rio Vista

Others Present:

Jasper Alve (Zoom)	STA
Amy Antunano	STA
Annalee Barnard (Zoom)	STA College Intern
Julie Davidson	STA
Kathrina Gregana	STA
Steven Lowe	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Lor Vue	County of Solano

2. APPROVAL OF AGENDA

On a motion by David Belef and a second by Nancy Lund, the STA BAC unanimously approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENT

Dulce Jimenez announced that there will be a Proclamation for Nancy Lund at the March 11, 2026, STA Board Meeting.

Nancy Lund commented that a future active transportation project should be to construct Class I infrastructure to access the Pacific Flyway Center.

4. CONSENT CALENDAR

Approve the following consent items in one motion

A. BAC MEETING MINUTES

Recommendation:

Approve BAC Meeting Minutes of January 8, 2026

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

5. PRESENTATIONS

A. Upcoming May Bike Month Events

Amy Antunano shared the schedule for the planned Community Bike Fairs that the Safe Routes to School Program staff are leading as part of the May Bike Month events.

Steven Lowe provided an overview of the Annual Bay Area Bike to Wherever Days for 2026.

Summary of BAC Committee Comments:

- Nancy Lund commented that the bike lane adjacent to the Benica Energizer station is going to be closed at nighttime starting in April 2026, so she recommends STA staff coordinate with Caltrans to reduce conflicts during the day.
- David Belef encouraged the members of the BAC to participate in volunteering for the energizer stations for Bike to Work Day.
- In response to Joshua Blissett's inquiry about how to pledge to ride, Steven Lowe clarified that the challenge hosted by MTC was open for participants throughout the Bay Area and therefore is not limited to just Solano County.

6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Rail Hub – Review of Complete Streets Checklist

Jasper Alve provided a project update for the Solano Rail Hub.

Summary of BAC Committee Comments:

The BAC was interested in knowing how the Project Study Report would factor in the right-of-way needed for future rail connections. In response, STA staff discussed that they are planning for a future third rail that incorporates local planning efforts, such as the current in-progress North Bay Passenger Rail Study, the State Rail Plan, and other rail planning efforts.

Tyler Meirose was supportive of the project, highlighting the importance of planning safe pedestrian crossings from the Suisun waterfront to the rest of Suisun City, especially with the ongoing challenges that come with having pedestrians cross over Highway 12. Mr. Meirose also commented that the Marina Drive crossing remains a problem for pedestrians, cyclists, and children, having to wait a while on a highly trafficked road.

B. Discussion of Upcoming One Bay Area Grant Cycle 4

Jasper Alve provided an update on the One Bay Area Grant Cycle 4 (OBAG 4) program, funding target, and draft schedule. As part of the OBAG 4 process, there is an anticipated joint BAC and PAC meeting that will take place during the Summer 2026. STA staff will keep the PAC apprised as details for OBAG 4 are available.

David Belef encouraged STA staff to provide materials related to the OBAG 4 with as much advance notice, so members can review the materials ahead of time, and have their questions and comments prepared in advance of the joint meeting.

- C. MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity**
Kathrina Gregana presented on the CARE grant program, which will be administered alongside the OBAG 4 process.

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATES/ ROUND TABLE

- David Belef shared that the design for Fifth Street Bicycle Boulevard in Vallejo is finished. Lorenzo Drive in front of Dan Mini Elementary will be converted into a one-way street to facilitate pickup and drop-off times and make it safer. Lastly, Mr. Belef noted that the State Route 37 Diverging Diamond Interchange Project is moving forward and is scheduled to be completed later in the year.
- Jason Grey commented that thanks to the support of the Safe Routes to School Program Microgrants, Dan Mini Elementary has smaller bikes for younger children.
- Nancy Lund commented that the Benicia Bike Club has already talked to the Pacific Flyway Center to inquire if they can go on the dirt road.
- Terry Stenz shared that the major project in the City of Dixon is the Pitt School Road overpass of I-80, which is getting cleaned.
- Tyler Meirose announced that he may be absent from future meetings due to extended training for work being out of state.
- Jacob Franciso presented that Assemblymember Wilson introduced AB 2346, which is being sponsored by the California Medical Association.

- 10.** The STA BAC meeting adjourned at approximately 7:27 p.m. The next meeting of the STA BAC is on Thursday, **May 7, 2026**, via Zoom and in person.

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DATE: April 30, 2026
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Election of new 2026 Bicycle Advisory Committee (BAC) Vice Chair

Background:

The BAC has two office positions, Chair and Vice Chair, to assist Solano Transportation Authority (STA) staff in developing agendas and running meetings.

The role of the Chair is to preside over BAC meetings and coordinate the meeting agendas with STA staff. The role of the Vice Chair is to assist the Chair and to preside over the meeting in the absence of the Chair. The Chair and Vice Chair serve one calendar year terms, while no officer is allowed to serve more than two consecutive terms in office.

Discussion:

Vice Chair Joshua Blissett has communicated with the Chair Francisco and STA staff that he will no longer be able to serve in the capacity of Vice Chair due to work relocation.

In accordance with the BAC Bylaws, STA staff recommend electing a new Vice Chair to serve the remainder of the 2026 calendar year term.

Recommendation:

Nominate and elect a new BAC Vice Chair to serve the remainder of the 2026 calendar year.

Attachments:

- A. STA BAC May 2026 Membership Status



**STA Bicycle Advisory Committee (BAC)
Membership Status
May 2026**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Brett Nelson	Benicia	April 2026	December 31, 2028	
Terry Stenz	Dixon	September 2025	December 31, 2027	
Jacob Francisco	Fairfield	December 2023	December 31, 2026	Chair '26
VACANT	Rio Vista			
Tyler Meirose	Suisun City	February 2023	December 31, 2028	
Neal Iverson	Vacaville	January 2018	December 31, 2026	Chair '20, '21
David Belef	Vallejo	January 2018	December 31, 2026	Chair '24, '25 Vice Chair '22, '23
Jason Gray	Solano County	December 2024	December 31, 2027	
Joshua Blissett <i>Pending: Vacant</i>	Member-At-Large	February 2025	December 31, 2027	Vice Chair '26



DATE: April 30, 2026
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2026-27 Call for Projects

Background:

Transportation Development Act (TDA) funds are generated from a ¼ cent tax on sales throughout California. Two percent of TDA funds go back to the county of origin in the form of TDA Article 3 (TDA-3) to fund Active Transportation (i.e. bicycle and pedestrian projects). Each fiscal year, the Solano Transportation Authority allocates TDA-3 funds. STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds available for Solano County. MTC typically provides fund estimates each February, July, and September.

As part of the recommendation process, TDA-3 funding allocation requests are reviewed by STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) through a special joint meeting. The STA Board, through the recommendation of STA staff, STA TAC, and BAC/PAC committees, annually approves TDA-3 funding allocations for Active Transportation projects.

For Fiscal Year (FY) 2026-27 there is an estimate of \$532,582 in Transportation Development Act Article 3 (TDA-3) funds to be allocated by STA. The STA Board at the July 9, 2025 meeting committed \$101,890 in FY 2026-27 TDA-3 funds for the City of Fairfield East Tabor Tolenas Safe Routes to School Project. For reference, the STA Board action can be found on Page 69 of the [July 9, 2025 agenda packet](#).

Discussion:

After accounting for the FY26-26 TDA-3 allocation to the East Tabor Tolenas Safe Routes to School Project, a funding balance of \$430,692 remains to be allocated through a call for projects process that will be released in May 13, 2026 in coordination with the One Bay Area Grant Cycle 4, MTC Community Action and Resources and Empowerment (CARE) Program and the Transportation Fund for Clean Air (TFCA) 40% Funds. The deadline to submit applications for all four funding sources will be June 30, 2026. STA staff is considering a multi-year allocation of TDA funds for up to four years of funding.

STA staff will then conduct internal reviews for project submittals. Following the internal review period, project sponsors will need to present their projects at the Joint Bicycle and Pedestrian Advisory Committee scheduled for September 3, 2026. Both committees will subsequently provide a recommendation for the STA TAC and STA Board’s consideration for approval.

STA is anticipating bringing TDA-3 funding recommendations to the STA TAC meeting on September 30, 2026, for STA Board consideration and approval at the October 14, 2026 meeting.

The call for projects schedule is also shown in Attachment A.

Fiscal Impact:

None to the STA Budget. The average annual TDA-3 discretionary fund capacity is \$500,000. Funds are provided through the Transportation Development Act funds. STA staff is considering an allocation recommendation of up to four years of TDA-3 funding estimated to be close to \$2M.

Recommendation:

Informational.

Attachments:

- A. TDA-3 Call for Projects Schedule

FY 2026-27 TDA-3 Call for Projects Schedule:

- **Release the Call for Projects and Application Package** — May 13, 2026
- **Deadline for Applications** — June 30, 2026
- **Joint BAC/PAC Meeting** – September 3, 2026, from 6:00-7:30 p.m.
- **Draft Project Recommendations to the STA TAC** — September 30, 2026
- **Draft Project Recommendations to the STA Board** — October 14, 2026
- **TDA-3 Allocation Letters*** – Early winter 2027

**Grant recipients approved for TDA-3 funding will be sent allocation letters from MTC*

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DATE: April 30, 2026
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Discussion on the Active Transportation Program

Background:

On March 16, 2026, a news article was released discussing funding cuts on active transportation funding (Attachment A). Seeing the interest from various committee members in this news article, STA staff have added it to the agenda for the BAC to discuss.

Discussion:

The news article shown in Attachment A is regarding the Active Transportation Program (ATP), which includes a State and Regional component. Information on previous ATP grant cycles can be accessed via this link: [Active Transportation Program \(ATP\) - Cycles 1-7 | Caltrans](#)

The Metropolitan Transportation Commission (MTC) administers the Regional Active Transportation Program for the Bay Area, with Cycle 7 being the most recent iteration of the grant program. Information on the ATP Cycle 7 was previously presented at the March 6, 2025, BAC meeting, which included MTC's staff recommendations for the Cycle 7 ATP program, as shown in Attachment B. You may note that MTC's staff recommendations included awarding \$1.6 million to the Benicia Road Complete Streets Projects, which scored a competitive score of 96 points.

MTC's Cycle 7 funding recommendations were officially approved by the California Transportation Commission (CTC) at their June 26, 2025, meeting. The staff report for the CTC Meeting can be found via this link: [Reference Number: 4.26, Action](#). Attachment C provided a summary of the projects submitted by jurisdictions in Solano County across Cycle 1 -7.

Cycle 8 Call for Projects – Have opened up and project applications due on June 22, 2026.

Attachment:

- A. The Sacramento Bee News Article on funding cuts on Active Transportation Funding
- B. MTC's staff recommendations for the Cycle 7 Active Transportation Program (ATP)
- C. Summary list of project submittals from jurisdictions in Solano for ATP Cycles 1-7.

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TRANSPORTATION

With California's cuts to pedestrian, bike funding, who lost out? A lot of kids

By **Ariane Lange**

March 16, 2026 5:00 AM  Gift Article

AD

Kiara Reed, executive director of environmental design advocacy group Civic Thread, stands on Dec. 18, 2024, near the former location of a crosswalk across Freeport Boulevard near Oregon Drive in Sacramento. Qui Chang Zhu, 72, and her six-year-old grandson were hit by a car while crossing Freeport Boulevard in the crosswalk in 2018. Zhu died, and her grandson sustained severe brain damage and will be disabled for the rest of his life. By Renée C. Byer

 **Listen to this article**

Freeport Boulevard is the site of one of the highest-profile pedestrian crashes in Sacramento history, which maimed a 6-year-old boy and left his grandmother dead. The road — and the people who use it — are also casualties of California’s meager investments in infrastructure for people walking or biking.

The road might be well on its way to improvements but, under Gov. Gavin Newsom, funding for the Active Transportation Program was augmented and then slashed. The grant program is the only statewide effort focused on bankrolling projects that make walking or biking easier and safer; Sacramento had submitted Freeport improvements for consideration to the program in 2024.

TOP VIDEOS

Facing a brutal deficit in 2024, California had to make decisions about its priorities. And active transportation wasn’t a high priority: The state axed \$400 million of a \$1 billion increase from Newsom in 2022. The money has not been restored.

Demand for the funding remained high, however, especially in the grant pool focused on the most locally-driven efforts. In the 2024 application cycle, 188 agencies submitted proposals to the statewide competition, with more than half of them focused on creating safe routes to school for California children.

Most of the local agencies had lined up other supplemental funding sources, too, but they collectively needed another \$2.5 billion. When the vote to adopt the grant decisions came last June, the [California Transportation Commission](#) only had \$168.7

million available to give.

Of the 283 proposals submitted, 13 received funding.



A construction worker builds a sidewalk on Chicago Avenue at Carpenter Road in Modesto in 2018. Dozens of pedestrian safety projects across California have remained unfunded after the state reduced support for the Active Transportation Program in 2024. Joan Barnett Lee *Modesto Bee file*

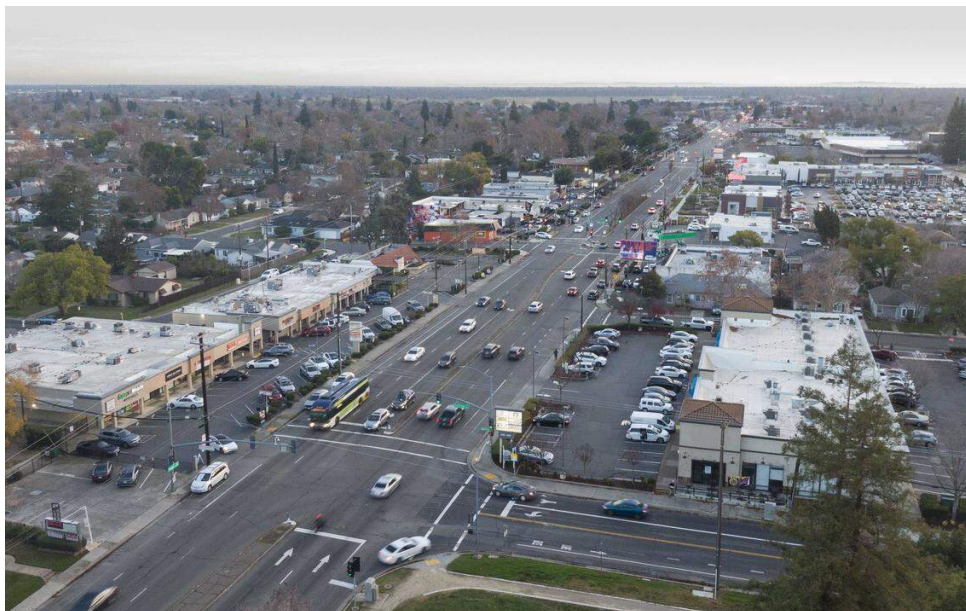
That success rate made the Active Transportation Program just a hair less competitive than the admissions rate for Harvard University's current freshmen: a 4.2% chance to attend the Ivy League college versus a 4.6% chance to put a bike lane in your city.

With those odds, even excellent applications were rejected.

In the prior round — when the California Transportation Commission had an influx of resources in the 2022-23 cycle — projects with scores as low as 89 out of 100 points were funded. The plan to improve Freeport Boulevard scored 92 points in the 2024-25 grant process, but it was not one of the winning entries. Because the Active Transportation Program was so strapped for cash, projects had to have near-perfect scores to be considered. An agency could get a 95 or even a 96 and still be rejected.

The Sacramento Bee received all the applications through a Public Records Act

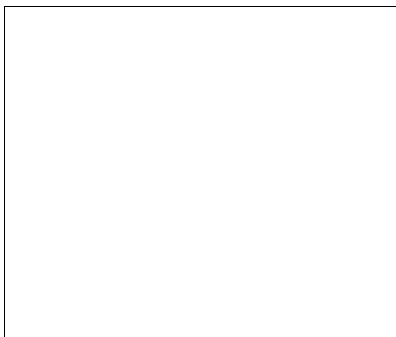
request and contacted agencies that submitted 53 applications across much of Northern California. Ultimately, agencies responded with updates on 38 of the projects, many of which were [Safe Routes to School efforts](#) aimed at protecting children.



A Regional Transit bus drives north on Freeport Boulevard near William Land Park in Sacramento on Dec. 17, 2024. Sacramento officials have sought state Active Transportation Program funding to redesign the corridor, where repeated pedestrian crashes have underscored the need for safety improvements. Nathaniel Levine nlevine@sacbee.com

As of January and February, 63% of those projects remained unfunded. About 16% had gotten most or all of the funding they sought, and 21% found partial funding from another source. Six agencies specified that they planned to resubmit their projects to [Cycle 8 of the Active Transportation Program](#), where they'll face the same near-impossible hurdles.

The projects that didn't win money ranged in scale, but all were safety-oriented, and many of the applications had a tone that verged on desperate. They included:



- A low-income Stockton neighborhood where 32% to 58% of residents had no cars, half of children ages 15 to 17 were not enrolled in school, and streets had no sidewalks for children to walk to school. This project — which sought \$12 million, largely for sidewalks — is still unfunded.

- A North Highlands underpass next to one of the most dangerous intersections in the county on Watt Avenue. Staff wrote that the Watt corridor had 3.6 times the rate of fatal pedestrian and bike crashes as the rest of the region. The project — which sought \$3 million to add sidewalks to the underpass so that pedestrians wouldn't have to make a half-mile detour or illegally cross on the Union Pacific Railroad tracks to avoid sharing a lane with drivers on Watt Avenue near Roseville Road — is still unfunded.



A cyclist uses the walkway to cross Watt Avenue at the railroad tracks near Roseville Road in North Highlands, Calif., on Sunday, March 15, 2026. The underpass is among dozens of Northern California pedestrian and bike safety projects that went unfunded in the state's 2024 Active Transportation Program grant cycle despite high demand and documented crash risks along the Watt Avenue corridor. Daniel Hunt dhunt@sacbee.com

- A low-income Concord neighborhood near four elementary schools where 301 crashes from 2013 to 2023 had resulted in injuries. Of those, 17 crashes led to serious injuries and six killed people. This project — which sought \$19 million to build a bike and pedestrian path separated from traffic — is still unfunded.
- A busy route to a city's three largest schools: Mary Farmar Elementary School, Benicia High School and Benicia Middle School. Local officials reported many "near misses" with students walking or biking to school and hoped to avoid any future collisions. The project — which sought \$1.6 million toward the plan to add curb ramps, safer crosswalks and bike lanes — is still unfunded.
- An unincorporated community near Stockton where children frequently had to walk in traffic if they wanted to get to the local elementary school on foot. The project — which sought \$3.5 million, largely to fill huge sidewalk gaps — is still unfunded.

How to cut your nighttime bathroom trips in half

Empty Bladder Secret

“It’s pretty absurd, right?” said Adonia Lugo, who sits on the California Transportation Commission. “What we’re actually talking about with these active transportation projects is basic pieces of infrastructure.”

But, she said, she has seen sidewalks and bike lanes get funded as if they’re a bonus, not a necessity.



A pedestrian crosses Franklin Boulevard in Sacramento in 2023. Plans to add protected bike lanes, wider sidewalks and other safety upgrades in corridors like this often depend on securing highly competitive Active Transportation Program funding. Hector Amezcua hamezcua@sacbee.com

In spite of the popularity of the program and the enthusiastic support of commissioners, Lugo said, “Active transportation overall has been seen as a special-interest kind of topic.”

That “special interest” mindset conflicts with some of California’s highest aspirations. State lawmakers have set ambitious goals to get people out of their cars. They have three main rationales: Personal vehicles are the biggest single source of greenhouse gas emissions, and the state wants to curb the worst effects of climate change; cars contribute disproportionately to local air pollution, and getting cars off the road makes residents healthier; and 4,000 people are killed in California crashes each year while many more suffer devastating injuries.

But with California’s severe funding cuts to the Active Transportation Program, local agencies are working to meet those goals with even fewer resources.

What happened to Sacramento pedestrians?

The stakes of slow action on pedestrian and cyclist safety are life-and-death.

In California, drivers strike and kill about 1,000 people on foot each year. These deaths are not inevitable, and the vast majority of fatal collisions are preventable with changes to infrastructure and policy. Many of these crashes follow predictable patterns.



On Freeport Boulevard, collisions have happened repeatedly. The four-lane arterial, which once carried Highway 160, is optimized to move cars quickly through neighborhoods with little to no allowance for the safety or comfort of people walking. Sacramento officials want to change the shape of Freeport — and many other roads — to slow drivers down.

With that in mind, Sacramento’s Department of Public Works submitted the Freeport proposal to the state Active Transportation Program along with two other applications; the city’s lowest score was 90 out of 100. In the Freeport documents, city officials wrote that crashes on the street followed “collision trends.” They were predictable and preventable.

The application aggregated the dead into data and did not report any details, but the crash that had the most ripple effects in the community happened on Jan. 31, 2018, shortly after Qui Chang Zhu picked up her grandson from Sutterville Elementary School. She and Jian Hao Kuang, then 6, headed east from the school. They were crossing Freeport in a [partially removed crosswalk when a driver in a sedan ran into them](#).

Zhu quickly died. Kuang survived the crash, but he suffered severe brain damage and will be disabled for the rest of his life.





Kiara Reed, executive director of Civic Thread, stands on the corner of Freeport Boulevard at Oregon Drive in Sacramento on Dec. 18, 2024. Sacramento's plan to redesign Freeport Boulevard for pedestrian safety scored 92 out of 100 points in the 2024 Active Transportation Program cycle but did not receive funding after the state slashed hundreds of millions of dollars from the grant program. Renée C. Byer rbyer@sacbee.com

Beyond the loss of life, the undoing of a little boy's future, and the grief and fear borne by the boy's first-grade classmates at Sutterville Elementary, a lawsuit filed by the family extracted a [\\$16.7 million settlement from Sacramento](#). There is, perhaps, no clearer local example of the high societal cost of poor pedestrian infrastructure.



Since then, the Department of Public Works has published a plan to make the road safer and sought grant funding to make it a reality. The application submitted in 2024 requested support for environmental clearance, a necessary step before construction.

But the intersection where Zhu was killed and Kuang was gravely injured has seen [no significant changes in the eight years](#) since the collision — except the full removal of the crosswalk.

That is typical in California, where many infrastructure projects rely on competitive grants for funding. When agencies don't win a particular grant, they have to start over, waiting for an application period to open for the next competitive grant that's also not guaranteed.

This process stalls improvements for years.

That's true in El Dorado County, which requested \$5 million, mostly to build a pedestrian and bike trail that would have run alongside Lotus Road in Coloma. Lotus has no sidewalk. With the trail, visitors and residents could safely walk or bike to

Henningsen Lotus Park without having to travel on a narrow dirt shoulder next to cars permitted to speed by at 45 mph.

El Dorado County did not win the Active Transportation Program grant. The Department of Transportation plans to reapply in Cycle 8.



A construction worker cuts lumber while building a sidewalk along Marconi Avenue in Carmichael in 2013. Sidewalk construction projects like this are often built in phases as local agencies compete for limited state Active Transportation Program grants to fund pedestrian safety improvements. Hector Amezcua hamezcua@sacbee.com

Extra scrutiny for bike, pedestrian funding

Lugo noted a sharp contrast between the struggle to get active transportation projects funded and the ease with which other types of infrastructure — typically, infrastructure geared toward cars — could run millions of dollars over budget, often with zero consequences.

How to cut your nighttime bathroom trips in half

Empty Bladder Secret

In October, the California Transportation Commission voted to [approve \\$14 million in additional funding](#) to expand a two-lane expressway to a four-lane expressway in Fresno County. That \$14 million was a 43.1% increase in costs, which commission staff largely chalked up to “design refinements” and rising prices for materials, such

as asphalt.

This single cost overrun could have fully funded any of more than 200 Active Transportation Program requests; alternatively, it could have funded all of the 22 cheapest non-quick-build requests, or the entire slate of quick-build requests with more than \$7 million to spare.

That kind of decision on a non-active project is routine, Lugo said.

“When you come to the commission and say, ‘We need 100 million more dollars because labor and supplies are more expensive than when we approved this five years ago,’ the commission’s largely going to say yes,” she said. Active transportation projects are never asking for that level of money, she said, and yet they also have to clear an exceedingly high bar to get any funding at all.

Matt Tuggle, the engineering manager of Solano County’s Department of Public Works, said the application process for the Active Transportation Program sets a high bar. “It has so many requirements built into it,” he said.

“We put so much scrutiny around how we spend those (active transportation) dollars,” said Lugo, who is a researcher at UCLA’s Institute of Transportation Studies and was appointed to the commission by Newsom in 2022. “The application is really tough; people end up having to bring on consultants just to help them. ... We’ve really, really scrutinized how we spend that really small pot of money.”



A pedestrian walks in the rain on 48th Street over Highway 50 in Sacramento in 2022. California drivers strike and kill about 1,000 people walking each year, and many of those crashes are considered preventable with infrastructure changes. Paul Kitagaki Jr. pkitagaki@sacbee.com

Doctors Reveal an Odd Gelatin Trick for Fast Weight Loss

US Health & Wellness

The same scrutiny, Lugo said, did not apply to other road projects. The money, she said, is “just on a different scale.”

Even with limited resources, the Active Transportation Program has had outsize benefits, staff said. The 2023 cycle funded 70 new roundabouts, 57 miles of separated bike and pedestrian paths and 82 miles of bike paths separated from traffic by physical barriers, in addition to other infrastructure improvements. According to the commission’s analysis using a calculator developed by UC Davis researchers, the improvements may have prevented 6,000 crashes and saved 223 lives.

The U.S. Department of Transportation said that in 2024, the value of life — the [dollar figure that you might assign to the prevention of a death](#) — was \$13.7 million. Ignoring any other benefits, the value of saving those 223 lives was worth \$3 billion, almost three times the amount the Active Transportation Program doled out to save them.

To Lugo, it was head-scratching.

“Popular program — everybody loves it,” she said. “Why are we having to do a Bob Cratchit-style carve-up-the-tiny-turkey?”

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**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

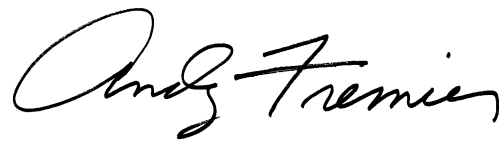
The CTC adopted the Statewide Competitive ATP list of projects on December 5, 2024. The CTC did not select any projects in the MTC region for funding out of a statewide program of \$89 million.

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>

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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: 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

Summary list of project submittals from jurisdictions in Solano County: Regional ATP program Cycle 1-7*

Green - Projects Awarded Funding

Bold - Projects with previous ATP application submittals

ATP Cycle	Project Name	Total Project Cost \$1,000s	Total Fund Request (\$1,000s)	State Score	MTC Regional Score	Total Amount Awarded Per Cycle - Regional	Total Amount Awarded Per Cycle - State
Cycle 7 Cut-off scores: State & Regional - 95 points	Benicia Road Complete Streets Phase II	\$2,151	\$1,630	93	96	\$1,630	
	Rio Vista Airport Road and Church Road Bike and Pedestrian Improvements	\$6,713	\$6,713	83	83		
	Vacaville I-505 Vaca Valley Parkway Corridor Multi-Modal Improvements	\$38,428	\$10,000	79.5	80.5		
	Benicia ATP Cycle 7 Safe Routes to School Improvements	\$2,631	\$2,162	61	65		
Cycle 6 Cut-off scores: State - 89 points Regional- 91 points	Fairfield Travis Safe Routes to School and Transit Project	\$6,108	\$4,108	87	58		
	Solano County Benicia Road Complete Streets Project	\$3,440	\$3,306	78	54		
	Rio Vista Airport Road and Church Road Bike and Pedestrian Improvement Project	\$6,573	\$6,273	67	65		
	Vacaville Ulatis Transit to Downtown Connector	\$9,242	\$7,242	62	81		
	Suisun City McCoy Creek Trail Phase 3 Improvements Project	\$4,292	\$4,292	36	70		
Benicia ATP Cycle 6 Safe Routes to School Improvements Project #22-07	\$1,623	\$1,623	23	56			
Cycle 5 Cut-off scores: State & Regional- 92 points	West Texas Street Complete Streets Project (State ATP Funded)	\$16,922	\$10,903	95	91		\$10,903
	Ulatis Creek Safe Routes to Transit Gap Closure	\$5,603	\$3,468	66	58		
	Vallejo Bluff Trail Phase 1	\$3,783	\$3,786	59			
	Benicia Road Complete Street Project	\$4,200	\$2,500	33			
Cycle 4	West Texas Street Road Diet	\$9,200	\$4,634	84	79.5		
	Vallejo Bluff Trail Connector Project	\$7,080	\$7,030	65	63		
	Rio Vista Active Transportation Link to Downtown	\$1,489	\$1,489	64	52		
	Solano County Safe Routes to Transit Projects	\$4,772	\$3,731	53	52		
Cycle 3	Fairfield East Tabor/Tolenas Safe Routes to School Gap Closure Project (State ATP funded)	\$1,860	\$1,700	89			\$1,700
	Suisun City McCoy Creek Trail Phase 2 Improvements Project	\$4,287	\$4,137	82	87	\$4,137	
	Vallejo Bay Trail/Vine Trail Gap Closure Project	\$5,128	\$4,216	56		\$4,216	
Cycle 2	Safe Routes to School Infrastructure & Non-Infrastructure in the Cities of Benicia, Rio Vista & Vallejo	\$3,467	\$3,067		92	\$3,067	
	Fairfield E. Tabor/Tolenas SRTS Gap Closure	\$1,700	\$1,700		87		
	Fairfield W. Texas St Gateway Improvements	\$3,500	\$3,500		86		
	Rio Vista Bicycle and Pedestrian Master Plan	\$120	\$100		75		
	Solano County Farm to Market Phase 1	\$2,131	\$1,420		75		
	STA Bay Trail/Vine Trail Gap Closure: Vallejo to American Canyon	\$7,489	\$6,208		89.5		
	Suisun McCoy Creek Trail Phase 2	\$2,720	\$2,720		79		
Cycle 1	Solano County Safe Routes to School - Ingraining Walking and Rolling into the School Culture	\$387	\$388			\$388	

* This list is a snapshot that was developed based on a back of a napkin research on ATP funds. Also, additional projects that may have obtained reprogramming funds may not be captured in this list.