



**PEDESTRIAN ADVISORY COMMITTEE (PAC)
MEETING AGENDA**

6:00 p.m.- 7:30 p.m., Thursday, April 2, 2026

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

STA Zoom Link

<https://us02web.zoom.us/j/85785378981?pwd=ZXJ7zKpNBUB1pbOf7zXEFfCyW9Bw8f.1>

Join by Phone: 1(669) 444-9171

Meeting ID: 857 8537 8981, **Passcode:** 303484

ITEM

STAFF PERSON

- | | |
|--|---|
| <p>1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM
(6:00 – 6:05 p.m.)</p> <p>2. APPROVAL OF AGENDA
(6:05 – 6:10 p.m.)</p> <p>3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS
(6:10 – 6:15 p.m.)</p> <ul style="list-style-type: none"> • Comprehensive Transportation Plan (CTP) Draft Element Project Lists – Released for Public Comment <p>4. CONSENT CALENDAR
Approve the following consent item in one motion.
(6:15 – 6:20 p.m.)</p> <p>A. PAC MEETING MINUTES
<u>Recommendation:</u>
Approve the PAC Meeting Minutes of February 5, 2026
Pg. 3</p> <p>5. PRESENTATIONS</p> <p>A. Upcoming May Bike Month Events (6:20 – 6:35 p.m.)</p> <ul style="list-style-type: none"> • Safe Routes to School Program • Solano Mobility Program | <p>Teresa Booth, Chair</p> <p>Teresa Booth, Chair</p> <p>Teresa Booth, Chair</p> <p>Dulce Jimenez, STA</p> <p>Teresa Booth, Chair</p> <p>Josue Jimenez, STA</p> <p>Amy Antunano, STA
Steven Lowe, STA</p> |
|--|---|

2026 PAC Members

<u>Diane Dooley</u> City of Benicia	<u>Joseph Green-Heffern</u> City of Fairfield	<u>Bob Berman</u> Bay Area Ridge Trail (Member at Large)	<u>David George</u> City of Suisun City Vice-Chair	<u>Teresa Booth</u> City of Vallejo Chair	<u>Cookie Clark</u> City of Vacaville
	<u>Avery Livengood</u> Member at Large	<u>Virginia Hernandez- Chavez</u> Solano County	<u>Patrick Murphy</u> City of Rio Vista	<u>Vacant</u> Member at Large	<u>Vacant</u> City of Dixon

6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. **Discussion of Upcoming One Bay Area Grant Cycle 4** Jasper Alve, STA
(6:35 – 6:45 p.m.)
Pg. 7

B. **MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity** Kathrina Gregana, STA
(6:45 – 7:00 p.m.)
Pg. 21

C. **Discussion of the Active Transportation Program** Dulce Jimenez, STA
(7:00 – 7:20 p.m.) Teri Booth, PAC Chair
Pg. 33

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE PAC Committee
(7:20 – 7:30 p.m.)

10. ADJOURNMENT

The next meeting of the STA PAC is at 6:00 p.m., *Thursday, June 4, 2026*, at STA.

PAC 2026 Meeting Dates:

(The PAC meets every First Thursday of even months unless otherwise rescheduled)

Please mark your calendars for these dates

- 6:00 pm, Thursday, June 4, 2026
- 6:00 pm, Thursday, August 6, 2026
- 6:00 pm, Thursday, October 1, 2026
- 6:00 pm, Thursday, December 3, 2026

Questions?

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

Translation Services: For document translation please email: iec@je-center.org

Para traducción de documentos mande correo electrónico:

Para sa mga dokumento tawag sa pagsasalin:

Đối với tài liệu gọi dịch:

對於文檔翻譯電話



**PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
February 5, 2026**

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the STA’s Pedestrian Advisory Committee (PAC) was called to order by Chair Booth at approximately 6:00 p.m. Quorum was confirmed.

PAC Members Present (In Alphabetical Order by Last Name):

Bob Berman	Bay Area Ridge Trail
Teresa Booth – Chair	City of Vallejo
Beatryce “Cookie” Clark (Zoom)	City of Vacaville
Dr. Diane Dooley	City of Benicia
David George – Vice Chair (Zoom)	City of Suisun City
Joseph Green-Heffern	City of Fairfield
Avery Livengood (Zoom)	Member-At Large
Patrick Murphy	Member-At Large

Absent PAC Members

VACANT	City of Dixon
VACANT	City of Rio Vista
Virginia Hernandez-Chavez	Solano County

Others Present:

Jasper Alve (Zoom)	STA
Annalee Barnard	STA College Intern
Dennis Elliott (Zoom)	Member of the Public
Kathrina Gregana	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Drew Ledford	County of Solano
Riley Martinson	County of Solano

2. APPROVAL OF AGENDA

The *amended agenda* included moving Agenda Item 6, Presentations, before Agenda Item 5, Information Items– Discussion. On a motion by Joseph Green-Heffern and a second by Bob Berman, the STA PAC unanimously approved the amended agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

Riley Martinson, an Engineering Services Supervisor from Solano County, commented that the Sidewalk Project in the City of Vallejo will start construction in mid-February 2026. In addition, he shared that the Stevenson Bridge in North Dixon will be getting rehabilitated this summer; therefore, the bridge will be closed from the beginning of May until August 2026.

4. CONSENT CALENDAR

On a motion by Bob Berman and a second by Dr. Diane Dooley, the STA PAC approved the Consent Calendar listed below. (8 Ayes)

A. PAC MEETING MINUTES

Recommendation:

Approve the PAC Meeting Minutes of February 5, 2026

5. PRESENTATIONS

A. Solano County Farm to Market Phase 4

Riley Martinson, an Engineering Services Supervisor from Solano County, presented on the project and sought feedback from the PAC on ways to improve the project.

Summary of PAC Committee Comments:

- PAC strongly encouraged developing a multi-use facility, allowing for both pedestrians and bikers to use the facility, while also being protected from vehicles. The PAC also recognized the challenge of obtaining additional right-of-way from the adjacent landowners. The committee commented that having an accessible route that enables walking and biking access to Mankus was valuable for not only students but also for community members, since they can access agricultural resources and businesses.
- PAC commented for County staff to work together with the Solano Community College.
- Chair Booth highly encouraged working together with indigenous artisans for the public art component of the project.

B. Solano Rail Hub – Review of Complete Streets Checklist

Jasper Alve, Senior Project Manager for STA, provided an update on the Solano Rail Hub Project.

Summary of PAC Committee Comments:

- PAC was interested in knowing the total cost of the project, and STA staff commented that the estimated project costs will be developed as the project moves forward into design.
- PAC committee members commented that as planning for access improvements for the train station moves forward, staff also need to continue to work together with Capital Corridor and support strategies that contribute to consistent train schedules and not have reduced operations. Additionally, the safety of passengers needs to be considered, with adequate lighting and surveillance around the area. A suggestion was given to place the blue light emergency posts around the train station.
- PAC committee commented on the historic importance of the train station, and in response, STA staff commented that, as part of the study, various alternatives will be analyzed, including the protection of the train station.

6. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Comprehensive Transportation Plan (CTP) Draft Tiered List of Active Transportation Projects

Dulce Jimenez, shared the updated draft timeline of the CTP, and the PAC may review and provide individual comments during the public comment period. She mentioned that additions to the project list will need to be submitted by their respective public works staff.

Summary of Comments:

- Avery Livengood shared that the active transportation projects should only be scored based on the active transportation element-specific evaluation criteria.
- Joseph Green-Heffern handed out a summary of his comments for the tiered list of active transportation projects. Mr. Heffern also requested staff add the Solano Rail Hub Project to the Active Transportation project list.
- Chair Booth suggested that for projects in Tier 1 that are and/or will be in construction, there should be an additional asterisk that provides clarification that these projects, though they are currently fully funded, may be eligible for future funding in the event of a funding shortfall.

7. ACTION NON-FINANCIAL

A. 2026 Draft PAC Work Plan

Recommendation:

Forward the recommendation to the STA Board to adopt the 2026 Draft PAC Work Plan.

On a motion by Joseph Green-Heffern and a second by Dr. Diane Dooley, the STA PAC unanimously approved the following recommendation, with the inclusion of One Bay Area Grant (OBAG) Cycle 4 as a future funding source the PAC will be involved in, and details on the PAC's role will be shared at a future PAC committee meeting. (8 Ayes)

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE

- Bob Berman announced that legislation has been introduced to Congress to designate the Bay Area Ridge Trail as a National Scenic Trail.

10. ADJOURNMENT

The STA PAC meeting adjourned at approximately 7:32 p.m. The next meeting of the STA PAC is at 6:00 p.m., *Thursday, April 2, 2026*, at STA

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: March 26, 2026
TO: STA PAC
FROM: Jasper Alve, Senior Projects Manager
RE: Discussion of Upcoming One Bay Area Grant Cycle 4

Background:

Every four or five years, the Solano Transportation Authority (STA) works with the Metropolitan Transportation Commission (MTC) to program federal transportation funds. This process was formally called the federal cycle process until MTC renamed it to the One Bay Area Grant (OBAG) Program beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four- or five-year grant cycles. Each cycle, MTC develops policies about how the region will use this funding for projects and programs, as well as STA's countywide planning, programming, and project delivery functions.

Discussion:

MTC's meeting on February 25, 2026, approved the program framework for One Bay Area Grant Cycle 4 (OBAG 4), which will cover a four-year period starting from FY 2026-27 through FY 2029-30. Additional details on OBAG 4 is available in Attachment A.

OBAG 4 includes funding for Senate Bill 125 (SB 125). This funding totaling \$100 million serves as a local match to receive SB 125 funding to help transit agencies in the Bay Area address operating and capital budget shortfalls. Below is also a list of other key differences.

- Expand the existing minimum geographic investment threshold to include Transit Oriented Communities (TOCs) in addition to PDAs. This means that at least 50% of OBAG 4 funds in the County must be invested in projects located within a mile of a PDA or TOC.
- Update the Complete Streets Checklist and process to accommodate MTC's new Transit Priority Policy for Roadways.
- Augmentation funding for North Bay Counties totaling \$5 million. The estimate going to Solano County is \$1.250 million.
- Extend the CTA nomination to October 3, 2026, which is a month later than the OBAG 3 deadline.

The remaining OBAG 4 programming funding capacity totaling \$720 million is distributed, after taking into account the \$100 million commitment as part of the region's contribution to SB 125, equally between the Regional and County Programs. This means that each program will have a capacity totaling \$360 million. MTC also programmed or set aside, as part of the County Program, \$41 million of base planning and implementation funds. Following this, the unprogrammed balance for the County Program now equates to \$319 million. Attachment D shows a breakdown of MTC's County Nomination Targets for the County Program. It is important to note that these targets do not commit or imply a guaranteed share of funding for each County. Actual awards are subject to the competitive project evaluation and selection process. The targets are 120% of the available funding capacity to ensure that MTC receives a sufficient pool of project nominations.

Solano County's 120% nomination target is higher for OBAG 4 compared to OBAG 3. Specifically, the target increased from \$19.2 million in OBAG 3 to \$19.830 million – a difference of approximately \$630,000. Similar to the OBAG 3 process, STA will be conducting a Call for Project process, which will be further discussed at the April 2, 2026 PAC meeting.

Following the STA OBAG 4 Call for Projects, projects that are highly rated will be nominated to the MTC for further evaluation. MTC staff will then evaluate these projects based on the following scoring rubric below.

- **CTA Priorities (75 Points)**
The majority of the scoring is weighed heavily towards CTA's prioritization of the projects. CTA scores are normalized across counties.
- **Regional Alignment (10 Points)**
The project's alignment with *Plan Bay Area 2050+* strategies, Regional Safety/Vision Zero Policy, Complete Streets Policy, Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways.
- **Federal Performance Goals (5 Points)**
The project improves safety, infrastructure condition, system reliability, freight movement, economic vitality, congestion, and environmental sustainability.
- **Deliverability and Risk (10 Points)**
Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule.
- **Air Quality Benefits (10 Points)**
This is for projects eligible to receive OBAG 4 Congestion Mitigation Air Quality funds. Evaluates project's relative cost-effectiveness in reducing criteria air pollutants.

Recommendation:

Informational.

Attachments:

- A. MTC OBAG 4 Grant Program Guidelines

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 4a-26-0192

MTC Resolutions Nos. 4505, Revised, and 4740, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 3 and 4) programs, including establishing additional OBAG 4 policies and procedures and programming a total of \$81 million in OBAG 4 funds to MTC for planning and implementation activities by County Transportation Agencies (CTAs) (\$41 million) and MTC (\$40 million).

Background:

The OBAG 3 and 4 programs establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for federal fiscal year (FY) 2023 through FY 2030. The Commission adopted the initial OBAG 4 framework last month, following a robust development process with extensive stakeholder input as detailed in **Attachment A**. This framework included key funding decisions related to the pre-commitment of OBAG 4 capacity for near-term transit operations through the Senate Bill (SB) 125 package and regional set-asides for implementation of the Transit-Oriented Communities (TOC) Policy.

This month, staff recommend revisions to the OBAG 3 and 4 programs as summarized below and detailed in **Attachment B**.

General OBAG 4 Policies

The general OBAG 4 policies as proposed are largely similar to prior cycles, and continue to require consistency with relevant federal, state, and regional requirements. Notably, staff recommend changes to accommodate MTC's new Transit Priority Policy for Roadways (MTC Resolution No. 4739) and associated updates to the Complete Streets checklist and process.

OBAG 4 County Program

Similarly, proposed revisions to the OBAG 4 county program largely maintain policies and procedures from prior cycles. Notable recommended changes include:

- Expand the existing minimum geographic investment thresholds to include Transit Oriented Communities (TOCs) as an eligible geography, in addition to Priority Development Areas (PDAs), reflecting the need to support both geographies. As proposed, at least 50% of funds in each North Bay county must be invested in projects within a mile or less of a PDA or TOC, and 80% of funds in the remaining counties must meet this requirement (up from the 70% PDA investment threshold in OBAG 3).
- Simplify the CTA minimum project evaluation criteria to increase flexibility and emphasize local expertise.

- Extend the CTA nomination deadline to October 31, 2026 (one month later than the comparable OBAG 3 deadline) in response to CTA feedback.

Staff propose to continue the CTA county target structure from OBAG 3, using the same formula with updated data (**Table 1**). Nomination target factors include:

- Population (50%),
- Recent housing production (30%) by building permits,
- Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets, and
- Additional weighting for affordability in the housing factors.

Draft OBAG 4 county program policies were shared with CTAs and other stakeholders for review in advance of this action, and the proposed policies incorporate their feedback. Notably, staff now recommend distributing the \$5 million in regional North Bay augmentation funds set aside by the Commission last month through the OBAG 4 county program (**Table 1**), as suggested by CTA staff.

Table 1: Proposed OBAG 4 County Program Summary

County	County Target Share	County Target*	North Bay Augmentation Target*	Total Nomination Target**
Alameda	20.3%	\$64,770,000	-	\$77,724,000
Contra Costa	13.6%	\$43,418,000	-	\$52,102,000
Marin	2.9%	\$9,275,000	\$1,250,000	\$12,630,000
Napa	1.5%	\$4,823,000	\$1,250,000	\$7,288,000
San Francisco	14.8%	\$47,213,000	-	\$56,656,000
San Mateo	9.5%	\$30,208,000	-	\$36,249,000
Santa Clara	26.7%	\$85,271,000	-	\$102,325,000
Solano	4.8%	\$15,275,000	\$1,250,000	\$19,830,000
Sonoma	5.9%	\$18,747,000	\$1,250,000	\$23,996,000
Total	100%	\$319,000,000	\$5,000,000	\$388,800,000

*Targets for reference, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Following Commission approval, staff plan to coordinate with CTAs to initiate the OBAG 4 county call for projects using the nomination targets in **Table 1** above, according to the schedule and policies summarized in **Attachments A and B**, respectively. Staff plan to return to the Commission in early 2027 with recommended OBAG 4 county program awards.

In addition, staff recommend programming a total of \$41 million in OBAG 4 county funds to MTC for CTA base planning and implementation activities in support of OBAG 4 and *Plan Bay*

Area 2050+. The Commission previously approved \$18.7 million for CTA planning through an advance programming action in October 2025, and this month staff recommend incorporating the full \$41 million into the OBAG 4 program. As in prior cycles, CTAs may request to augment these base amounts through the project nomination process.

OBAG 4 Regional Program

Aside from the TOC Policy incentives established by the Commission last month, the proposed OBAG 4 regional program policies and structure remain similar to prior cycles. Staff recommend revisions to clarify and simplify the regional program categories and goal areas as follows:

- **Planning and Implementation:** Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- **Growth Framework:** Assist local efforts to create a range of housing options that align with Plan Bay Area growth geographies.
- **Environment:** Reduce transportation emissions and protect and enhance open space.
- **Complete Streets:** Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- **Multimodal Networks:** Improve mobility options and services across the Bay Area’s multimodal transportation system, with an emphasis on transit transformation.
- **TOC Incentive and North Bay Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of North Bay communities.

Staff recommend distributing OBAG 4 regional program capacity among these categories as detailed in **Table 2**. Staff will return to the Commission and relevant Committees later this year to recommend specific regional programs under each category, consistent with the goals above.

Table 2: Proposed OBAG 4 Regional Program Categories

Regional Program Category	Amount
Planning and Implementation	\$40 million
Growth Framework	\$35 million
Environment	\$90 million
Complete Streets	\$30 million
Multimodal Networks	\$115 million
TOC and North Bay Set-Asides	\$50 million
Total Regional Program	\$360 million

This proposed structure includes a recommendation to program \$40 million to MTC for planning and implementation of OBAG 4 Regional Programs. The Commission previously approved \$12.7 million for MTC planning and implementation through an advance programming action in October 2025, and this month staff recommend incorporating the full \$40 million into the OBAG 4 program.

Issues:

None.

Recommendations:

Refer MTC Resolutions Nos. 4505, Revised, and 4740, Revised to the Commission for approval. Resolution No. 4505 is also recommended for revisions under Agenda Item 2b, and is included once under that item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission for approval.

Attachments:

- MTC Resolution No. 4740, Revised
 - Attachment A
 - Attachment B-1
 - Attachment B-2
- Attachment A: OBAG 4 Development Timeline
- Attachment B: Proposed OBAG 4 Policy Summary
- Presentation



Andrew B. Fremier

Attachment A: OBAG 4 Development Timeline

OBAG 4 Development Timeline

Month	Meetings and Topics
<i>December 2024</i>	<ul style="list-style-type: none"> • Bay Area Partnership Board: OBAG 4 kickoff and key considerations, including OBAG 4 pre-commitments to transit operations via the Senate Bill (SB) 125 framework, implementation of the Transit-Oriented Communities (TOC) Policy • Transit Finance Working Group (TFWG): OBAG 4 kickoff and key considerations • Local Streets and Roads/Project Delivery Working Group (LSR/PDWG): OBAG 4 kickoff and key considerations • Bay Area County Transportation Agencies (BACTA) Executive Director/Planning Director Standing Meeting: OBAG 4 kickoff and key considerations, Equity Priority Community (EPC) designations for <i>Plan Bay Area 2050+</i> and OBAG 4
<i>January 2025</i>	<ul style="list-style-type: none"> • BACTA Planning Directors: OBAG 4 development timeline (mail-out) • County Planning Collaboratives: introduction and feedback on OBAG 4 TOC Policy
<i>February</i>	<ul style="list-style-type: none"> • BACTA Staff Working Group: OBAG 4 county program structure
<i>March</i>	<ul style="list-style-type: none"> • Programming and Allocations Committee (PAC): OBAG overview and key OBAG 4 considerations • BACTA Staff Working Group: OBAG 4 county program policies and process
<i>April</i>	<ul style="list-style-type: none"> • BACTA Staff Working Group: OBAG 4 county program target formula
<i>May</i>	<ul style="list-style-type: none"> • Planning Committee: draft TOC scoring framework • BACTA Executive Directors Standing Meeting: OBAG 4 updates
<i>June</i>	<ul style="list-style-type: none"> • BACTA Executive Directors Standing Meeting: OBAG 4 updates • LSR/PDWG: OBAG 4 updates
<i>July</i>	<ul style="list-style-type: none"> • PAC: OBAG 4 principles, OBAG 3 regional programs • BACTA Staff Working Group: OBAG 3 regional programs • BACTA Executive Directors Standing Meeting: OBAG 3 regional programs • TFWG: OBAG 4 updates
<i>August</i>	<ul style="list-style-type: none"> • Commissioner Kitchen Cabinet: TOC Policy implementation in OBAG 4 • Bay Area Partnership Board: OBAG 4 updates • MTC/Caltrans Quarterly Executive Meeting: OBAG overview, regional programs, OBAG 4 timeline, shared priorities and opportunities • LSR/PDWG: OBAG 4 updates
<i>September</i>	<ul style="list-style-type: none"> • Commissioner Kitchen Cabinet: TOC Policy implementation in OBAG 4, workshop materials • BACTA Executive Directors Standing Meeting: TOC Policy implementation in OBAG 4 • Meetings with Select BACTA Staff: conformity lapse grace period and OBAG 4 base planning and Safe Routes to School Non-Infrastructure (SRTS NI) advances
<i>October</i>	<ul style="list-style-type: none"> • Commission Workshop: OBAG and TOC Policy background, OBAG 4 implementation • PAC: OBAG 4 advances for conformity lapse grace period • BACTA Executive Directors Special Meetings: TOC Policy implementation in OBAG 4 • Select BACTA Technical Advisory Groups: TOC Policy implementation in OBAG 4
<i>November</i>	<ul style="list-style-type: none"> • Commission: TOC Policy implementation in OBAG 4

Month	Meetings and Topics
<i>December</i>	<ul style="list-style-type: none"> • Ad Hoc Commissioner Group: TOC Policy implementation in OBAG 4 • BACTA Executive Directors Special Meeting: OBAG 4 county program recap
<i>January 2026</i>	<ul style="list-style-type: none"> • Ad Hoc Commissioner Group: TOC Policy implementation in OBAG 4 • Commission: OBAG 4 funding framework adoption, including SB 125 split and TOC incentive programs • BACTA Executive Directors Standing Meeting: OBAG 4 framework, draft February proposals
<i>February</i>	<ul style="list-style-type: none"> • PAC: detailed OBAG 4 guidelines • Commission: OBAG 4 and TOC policy approval, including detailed OBAG 4 guidelines and the TOC evaluation framework • TFWG: OBAG 4 updates, county call for projects
<i>March</i>	<ul style="list-style-type: none"> • Meetings with BACTA Staff: OBAG 4 county program and call for projects kickoff • LSR/PDWG: OBAG 4 updates, county call for projects
<i>March – September</i>	<ul style="list-style-type: none"> • Various Local Forums: CTA outreach and engagement on OBAG 4 county call for projects, consistent with MTC requirements
<i>October</i>	<ul style="list-style-type: none"> • CTA Governing Bodies: CTA county program project nomination approvals
<i>Early 2027</i>	<ul style="list-style-type: none"> • PAC and Commission: OBAG 4 county program of projects adoption

Note: future actions and dates subject to change

Attachment B: Proposed OBAG 4 Policy Summary

General Policies

Policy Area	Change(s)	OBAG 4 Proposal
Structure	<ul style="list-style-type: none"> Clarify and simplify program categories from OBAG 3 Add new regional set-aside category for TOC incentives 	<ul style="list-style-type: none"> Organize the regional program into six simplified categories by project type and goal area: planning and implementation, growth framework, environment, complete streets, multimodal networks, and set-asides Continue to organize the county program by county
Project Delivery	<ul style="list-style-type: none"> Introduce new obligation deadline extension request process to formalize current practice and respond to requests for flexibility and clarity 	<ul style="list-style-type: none"> Continue implementation of the Regional Project Delivery Policy (MTC Resolution No. 3606), including requirements related to the Single Point of Contact (SPOC), Resolution of Local Support, Transportation Improvement Program (TIP), and Annual Obligation Plan (AOP) and associated corrective actions Establish September 30, 2031 obligation deadline Formalize obligation deadline extension request process for unforeseen and extraordinary circumstances, subject to staff approval and limited to one extension of up to 24 months
Project Requirements	<ul style="list-style-type: none"> Accommodate MTC's new Transit Priority Policy for Roadways and associated updates to the Complete Streets checklist and procedures Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to ensure that projects comply with applicable state and federal requirements, including federal STP/CMAQ eligibility, <i>Plan Bay Area</i> consistency, public participation and civil rights compliance, minimum non-federal match, TIP inclusion, Air Quality Conformity, environmental clearance, and CMAQ air quality benefit calculations Continue to ensure that projects comply with applicable regional policies and requirements, including: <ul style="list-style-type: none"> MTC's Complete Streets Policy (MTC Resolution No. 4493) MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739)
Fund Exchanges	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to allow STP/CMAQ exchanges with non-federal funds on a case-by-case basis consistent with MTC's exchange policy (MTC Resolution No. 3331)
Regional Fund Management	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue regional management of OBAG 4 programming years and fund source assignment subject to availability and consistent with longstanding priorities Continue to pursue interregional STP/CMAQ apportionment loans when mutually beneficial for delivery Continue to permit MTC projects to expedite project delivery using Advance Construction (AC) procedures when appropriate

Regional Program Policies

Policy Area	Change	OBAG 4 Proposal
TOC Incentives	<ul style="list-style-type: none"> Introduce a regional TOC set-aside incentive and North Bay Augmentation (approved January 2026) 	<ul style="list-style-type: none"> Introduce a \$45 million TOC set-aside for top performers (approved January 2026) Introduce a \$5 million North Bay augmentation (\$1.25 million targets for Marin, Napa, Solano, and Sonoma Counties) (approved January 2026) Administer the North Bay augmentation through the county call for project process
Calls for Projects	<ul style="list-style-type: none"> Formalize best practices for regional calls for projects coordination 	<ul style="list-style-type: none"> Introduce the following guidelines for regional calls for projects: <ul style="list-style-type: none"> Outreach: standard call for project notice to working groups and on website Coordination: standard of one coordinated call for projects per year Timeliness: standard to conduct calls for projects between FY 2027 and 2029

County Program

Policy Area	Change	OBAG 4 Proposal
Roles	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to implement the county call for projects as a partnership between MTC and the CTAs, with <ul style="list-style-type: none"> CTAs responsible for administering the call for projects within their respective counties, including public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery MTC responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery
Eligible Activities	<ul style="list-style-type: none"> Minimal clarifications from OBAG 3 	<ul style="list-style-type: none"> Continue broad project eligibility consistent with federal fund sources Continue to exclude select project types consistent with regional priorities, including air quality non-exempt projects, new roadways, roadway extensions, right-of-way acquisition for future expansion, operations, and routine maintenance
CTA Planning	<ul style="list-style-type: none"> Revise the CTA base planning formula to rely on total program capacity and other independent factors, rather than escalation from prior cycles 	<ul style="list-style-type: none"> Continue county program funding to support CTA planning and program implementation activities, including: <ul style="list-style-type: none"> Base planning amounts for each county determined by formula Optional augmentations to base planning funds, by CTA request Update the formula for determining CTA base planning amounts to incorporate: <ul style="list-style-type: none"> \$41 million in total funding (5% of OBAG 4 capacity) \$3.5 million minimum funding for each county Proportionate distribution of remaining funds over \$3.5 million minimum relative to county nomination target shares

Policy Area	Change	OBAG 4 Proposal
Nomination Targets	<ul style="list-style-type: none"> Update nomination targets using current population and housing data with the same formula as prior cycles Incorporate regional North Bay augmentation targets 	<ul style="list-style-type: none"> Continue the same CTA nomination target formula and factors using updated data, establishing target shares based on: <ul style="list-style-type: none"> Population (50%) Recent housing production (30%) by building permits Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets Additional weight in housing production and RHNA target factors for affordability Continue to set CTA nomination targets based on 120% of available county program funds, excluding CTA base planning amounts Incorporate regional North Bay augmentation targets into the county call for projects
Outreach	<ul style="list-style-type: none"> Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to require CTAs to conduct equitable public engagement and agency coordination for their county call for projects consistent with MTC’s Public Participation Plan (MTC Resolution No. 4174) and applicable federal requirements
Sponsor Requirements	<ul style="list-style-type: none"> Introduce new compliance escalation process to formalize current practice and respond to requests for flexibility and clarity Clarify update frequency for safety plans (LRSPs) per state requirements (every 5 years) Eliminate self-certification resolution for state housing laws (MTC to monitor state reporting) 	<ul style="list-style-type: none"> Continue sponsor requirements from previous cycles, including: <ul style="list-style-type: none"> Compliance with general project requirements and delivery processes (above) State housing law compliance: ongoing state housing element certification, Annual Progress Report submission, compliance with the Housing Accountability Act and state laws related to surplus lands, accessory dwelling units, and density bonuses Safety planning: complete and maintain a Local Roadway Safety Plan (LRSP) that satisfies California Highway Safety Improvement Program (HSIP) requirements, including updates within 5 years Pavement management: ongoing MTC certification of a Pavement Management Program (PMP), participation in statewide local streets and roads needs assessment surveys Performance reporting: submission of annual traffic count data for the federal Highway Performance Monitoring System (HPMS) Eliminate the state housing law self-certification resolution requirement Formalize a process for delaying, withholding, and rescinding awards from sponsors that do not comply with ongoing requirements listed above
Project Requirements	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue project requirements from previous cycles, including: <ul style="list-style-type: none"> Compliance with general project requirements and delivery processes Minimum award size of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara Counties) and \$250,000 for remaining counties (Marin, Napa, San Francisco, San Mateo, Solano, Sonoma Counties)

Policy Area	Change	OBAG 4 Proposal
Geographic Minimums	<ul style="list-style-type: none"> • Introduce TOCs as an eligible geography (in addition to PDAs) and increase thresholds for counties outside of the North Bay (70% to 80%) • Remove other targets for active transportation and safe routes to school investment 	<ul style="list-style-type: none"> • Modify the minimum investment thresholds for projects supporting growth geographies to include projects within a mile or less of a Priority Development Area (PDA) or Transit-Oriented Community (TOC), requiring that: <ul style="list-style-type: none"> ○ 50% of investments in each of the North Bay counties (Marin, Napa, Solano, and Sonoma) are PDA or TOC supportive ○ 80% of investments in each of the remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) are PDA or TOC supportive • Continue to require that CTA nominations meet or exceed these minimum thresholds, excluding countywide programs or activities
CTA Evaluation	<ul style="list-style-type: none"> • Simplify CTA minimum criteria to increase flexibility and emphasize local expertise, addressing other considerations through the MTC evaluation process • Include specific references in support of stormwater management and ADA transition plans • Formalize CTA nomination requirements for clarity • Extend the nomination deadline from OBAG 3 	<ul style="list-style-type: none"> • Continue to require CTAs to screen applications for eligibility with project requirements • Reduce and simplify the minimum CTA evaluation criteria to include: <ul style="list-style-type: none"> ○ Need and benefits: safety, multi-modal accessibility, emission reduction, resilience, stormwater management, and state of good repair ○ Local priorities: community support demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means determined by the CTA ○ Equity impacts: benefits to Equity Priority Communities or similar local designations, alignment with agency ADA transition plans, and/or other means determined by the CTA • Continue to permit CTAs to incorporate additional considerations and criteria • Formalize and clarify the requirement that CTAs nominate a single list of projects, scored on a scale from 0 to 75 points • Establish an October 31, 2026 CTA nomination deadline

Policy Area	Change	OBAG 4 Proposal
<p>MTC Evaluation</p>	<ul style="list-style-type: none"> Incorporate regional considerations previously included in the minimum CTA criteria 	<ul style="list-style-type: none"> Modify and clarify regional evaluation criteria to include: <ul style="list-style-type: none"> CTA priorities (75 points): CTA scores normalized across counties Regional alignment (10 points): support for <i>Plan Bay Area</i> strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated) Federal performance goals (5 points): safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability Deliverability and risk (10 points): sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan Air quality benefits (10 points): relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding Continue program balancing procedures to adjust award recommendations as needed to: <ul style="list-style-type: none"> Satisfy minimum growth geography investment targets by county Accommodate the relative availability of STP and CMAQ funds Represent an equitable distribution of project types and geographic spread

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: March 26, 2026
TO: STA PAC
FROM: Kathrina Gregana, Associate Planner
RE: MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity

Background:

The Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the *2001 Regional Transportation Plan* also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

In response, MTC initiated and has continued to fund Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The CBTP process is designed to be a collaborative planning effort that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. A central objective of the CBTP program is ensuring that the low-income population most directly affected by the transportation plan is guiding the planning process.

Over the past several years, STA has partnered with Solano jurisdictions to develop and update their CBTPs. STA completed CBTPs for the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, and Vacaville in 2012. In partnership with the City of Vallejo, STA completed an updated CBTP in September 2020, followed by a second phase focused on youth perspectives that was supported by a grant from the California Air Resource Board (CARB), which was completed in December 2024. More recently, the updated Suisun City CBTP was completed in August 2022, the Rio Vista CBTP in October 2024, and is currently advancing the updated City of Dixon CBTP, with completion anticipated in Winter 2026.

As a result of these CBTP planning processes, transportation improvement recommendations specifically benefiting low-income communities in Solano County have been identified and are positioned for future implementation.

Discussion:

Building on prior investments in CBTP planning in Equity Priority Communities (EPCs), MTC recently created the Community Action Resource and Empowerment (CARE) Program with the goal of supporting implementation of adopted CBTPs. The CARE Program aims to provide funding to advance transportation projects identified in CBTPs to facilitate their progression from planning through project delivery.

Given the number of completed and updated CBTPs in Solano County, this program presents an opportunity for Solano jurisdictions to advance community-prioritized projects and move from planning to implementation.

The CARE Program includes two primary components, which are summarized below:

1. **CBTP Project Development Technical Assistance (CBTP TA) Component:**

- Total Funding Available (Regionwide): \$12 million (non-federal exchange funds)
- Solano County Funding Target: Approximately \$1,044,000. These funds will be administered in coordination with the OBAG 4 County Program anticipated in early 2026.
- Objective: This component is intended to strengthen the pipeline from planning to implementation by supporting activities that advance project concepts from early-stage development toward design and construction readiness. Eligible activities include public outreach and engagement, alternatives analysis; and conceptual, detailed, and final design.
- EPC and Community Support Requirements: Projects must be located within an EPC. For non-infrastructure proposals, applicants must demonstrate that the project will benefit vulnerable populations, such as seniors, low-income individuals, people with disabilities, and communities of color. In addition, applicants must provide clear and verifiable evidence of meaningful, current community support. For CBTPs completed in 2021 or earlier, at least two forms of supplemental documentation are required to demonstrate ongoing support. Examples include letters of support from residents, particularly from historically underserved populations, and from organizations representing these communities.
- Funding Flexibility: CTAs may adjust their CBTP TA funding target by up to ± 30 percent, with corresponding adjustments to their Participatory Budgeting–Project Delivery (PB-PD) funding target (described in more detail below).

2. **Participatory Budgeting and Project Delivery Component**

- Total Funding Available (Regionwide): \$10 million (federal and non-federal funds)
- Solano County Funding Target: \$840,000
- Objective: This component will fund the construction and delivery of smaller-scale neighborhood transportation projects from CBTPs and/or participatory budgeting processes or something similar.
- Proposed Process: Under the proposed framework, STA will nominate a prioritized list of projects to MTC with funds distributed to CTAs following project nomination and review from MTC. Implementation is expected to begin in late 2026.

STA staff recently met with public works staff from cities with active CBTPs, including Dixon, Rio Vista, Suisun City, and Vallejo as well as SolTrans, to discuss the CARE funding opportunity and explore potential project concepts for consideration.

This item is being presented to the STA PAC to provide information regarding this funding opportunity. Additional details will be shared as MTC releases further guidance through the forthcoming Call for Projects.

Recommendation:

Informational.

Attachment:

- A. MTC Presentation on the CARE Program

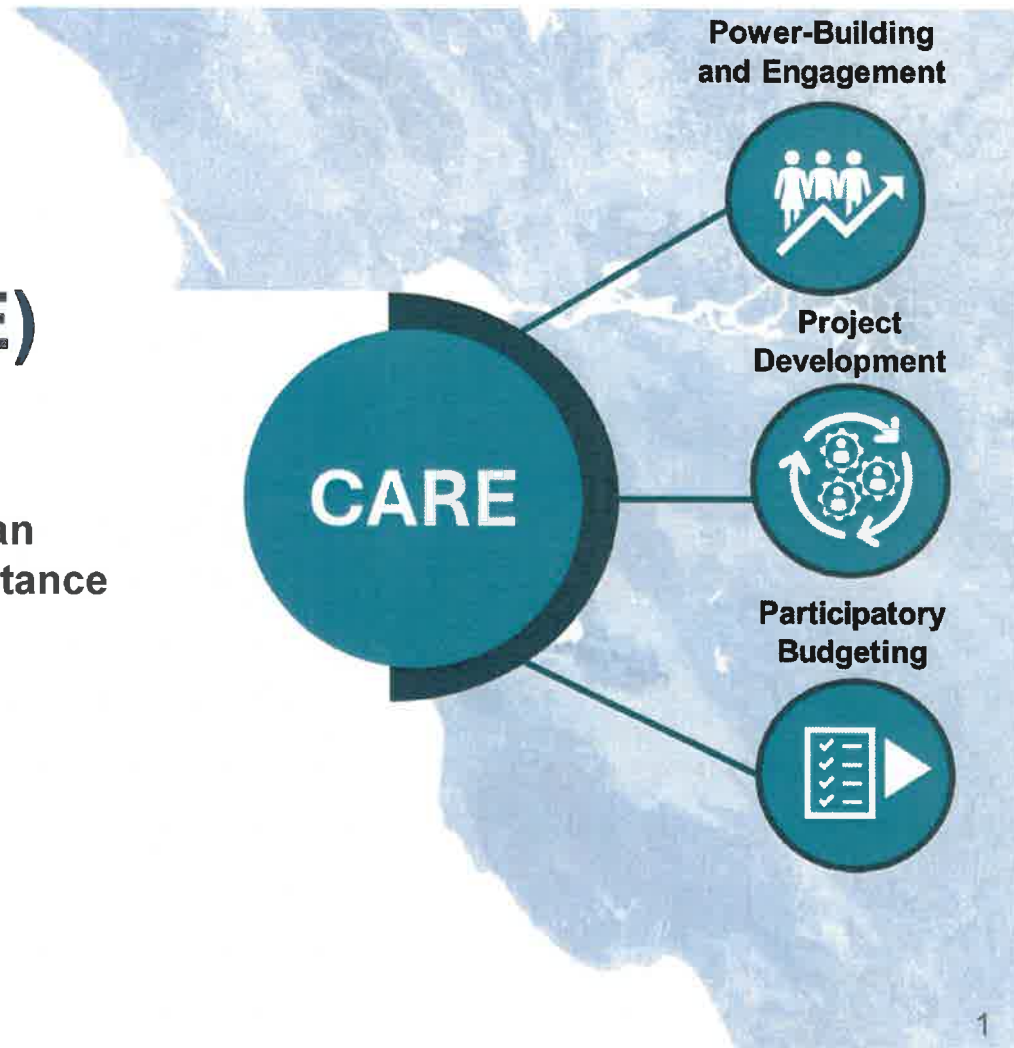
Community Action Resource and Empowerment (CARE) Program

- Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA)
- Participatory Budgeting and Project Delivery (PB-PD)

MTC Programming and Allocations Committee
February 11, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



CARE Program & Components

CARE is a funding and implementation program that centers community voices, strengthens community and multi-sector partnerships, and supports community-led solutions that improve livability for all people in the Bay Area, comprised of three key components:



Community Power-Building and Engagement (Pb+E)

- **Total Funding:** \$5 million
- **Objective:** Provide technical assistance and capacity building for/from/with community-based organizations and local government.
- **Timeline:** Fall 2025 – Winter 2026



Project Development Technical Assistance for CBTP Projects (CBTP TA)

- **Total Funding:** \$12 million
- **Objective:** Advance CBTP concepts to construction-ready projects.
- **Timeline:** Early 2026 – Winter 2026



Participatory Budgeting and Project Delivery (PB-PD)

- **Total Funding:** \$10 million est.*
- **Objective:** Implement high-priority neighborhood projects from Participatory Budgeting processes or similar.
- **Timeline:** Winter 2027 - Onward

**Dependent on final OBAG 4 program funding level and future programming actions.*

CBTP TA Overview

- **Background**
 - Builds on the long-standing CBTP program, which funds planning in Equity Priority Communities.
 - CBTPs emphasize meaningful community engagement, while identifying projects/programs that improve access and mobility for EPC residents.
- **Program Objective**
 - Deliver community-identified projects from CBTPs by advancing construction readiness.
- **Funding**
 - **\$12 million** for project development and design.
- **Eligible Activities**
 - Technical assistance to move projects from early to final design stages, and construction-readiness, including public and stakeholder engagement.



**ADVANCE
CARE
MODEL**



Photo Credit: John Huseby (top), Noah Berger (bottom)

Feedback Themes on Program Design

Funding flexibility is needed to be able to deliver community projects.

CBTP technical assistance funds should be managed at the **county level**.

Prioritize projects that have **long-lasting impact** within their community.

Best practices for public engagement should be incorporated throughout the project nominations process.

CBTP TA Proposal and Revised Framework

Proposal: Revise the CARE Program (MTC Resolution No. 4604) to implement a streamlined delivery framework that ensures timely execution while advancing community projects.

Revised Delivery Framework

- **Funding:** \$12M in non-federal funds.
- **MTC Role:** Establish county funding targets, program guidelines and review CTA project nominations.
- **CTA Role:** Conduct a project nomination process and develop a project nomination list.
- **Eligibility:** Projects must originate from a CBTP or comparable community-driven process, be located within or clearly serve an Equity Priority Community (EPC), demonstrate meaningful community support*, and consist of capital transportation projects**. Projects advancing to final design will receive additional consideration.
- **Engagement:** Public outreach requirements will align with the OBAG 4 county framework.

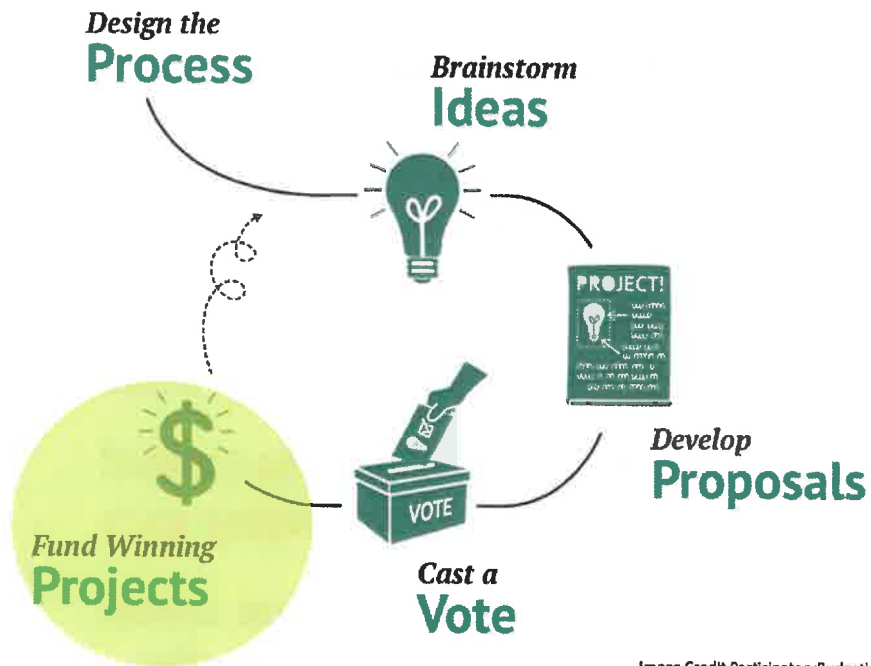
**Sponsors will have flexible ways to demonstrate support. **Operational studies may be considered for funding, subject to MTC review.*

CBTP TA County Funding Targets

- Funding targets are based on the following methodology:
 - Distribute **30%** of funds equally to each county as a base amount.
 - Distribute **70%** of funds according to each county's share of the regional low-income population (<200% Federal Poverty Level).
- CTAs may adjust targets by **up to +/-30%**, with any adjustment reflected as an equal and opposite change to future PB funding targets.

County	Funding Target
Alameda	\$2,379,000
Contra Costa	\$1,692,000
Marin	\$668,000
Napa	\$562,000
San Francisco	\$1,456,000
San Mateo	\$1,095,000
Santa Clara	\$2,110,000
Solano	\$1,044,000
Sonoma	\$994,000
<i>Total</i>	<i>\$12,000,000</i>

PB - Project Delivery Focus Overview



- **Background**
 - PB is a formal community-driven process where residents and community champions help spend part of a public budget by developing and voting for project ideas to benefit their community.
- **Program Objective**
 - Fund and construct neighborhood projects that have been prioritized through a robust community-driven process.
- **Eligible Activities**
 - Construction of community supported projects developed through the CBTP TA category or derived from an eligible PB / community-driven process.
 - PB process implementation.

PB-PD Component Framework Development

- **Framework Proposal:** Staff plans to propose revisions to the CARE Program (MTC Resolution No. 4604) this spring to include programming levels and guidelines.
- **CTA Role:** Nominate a prioritized list of community projects and select project teams.
- **MTC Role:** Establish funding targets and guidelines, screen projects, and help facilitate PB processes as needed.
- **Funding:** Staff anticipate funding of approximately \$10 million contingent on future programming actions.
- **Implementation:** Anticipated for Fall/Winter of 2026.

Staff Recommendation and Next Steps

Current Recommended Action

- Revise the CARE Program (MTC Resolution No. 4604) to establish CBTP TA funding targets and guidelines for a CTA-led project nomination process.

Next Steps

- Return to PAC to establish PB-PD funding targets and guidelines, following future programming.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: March 26, 2026
TO: STA PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Discussion on the Active Transportation Program

Background:

On March 16, 2026, a new article was released discussing funding cuts on active transportation funding (Attachment A). Seeing the interest from various committee members in this new article, Chair Booth requested that this item be added to the agenda for the PAC 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 April 3, 2025, PAC 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.](#)

Upcoming Cycle 8 Call for Projects – Will occur in Spring 2026 with anticipated 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)

WELCOME OFFER **\$1.99 FOR 1 MONTH** Unlimited local reporting when you need it. **SUBSCRIBE NOW**

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*

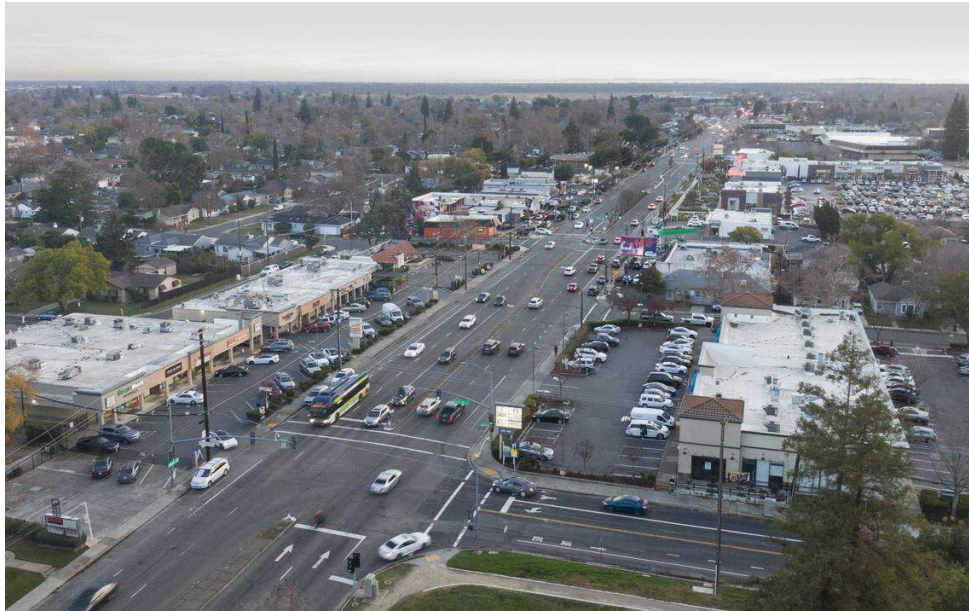
That success rate made the Active Transportation Program just a hair less competitive than the admissions rate for Harvard University's current freshmen: a 4.2% chance to attend the Ivy League college versus a 4.6% chance to put a bike lane in your city.

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.

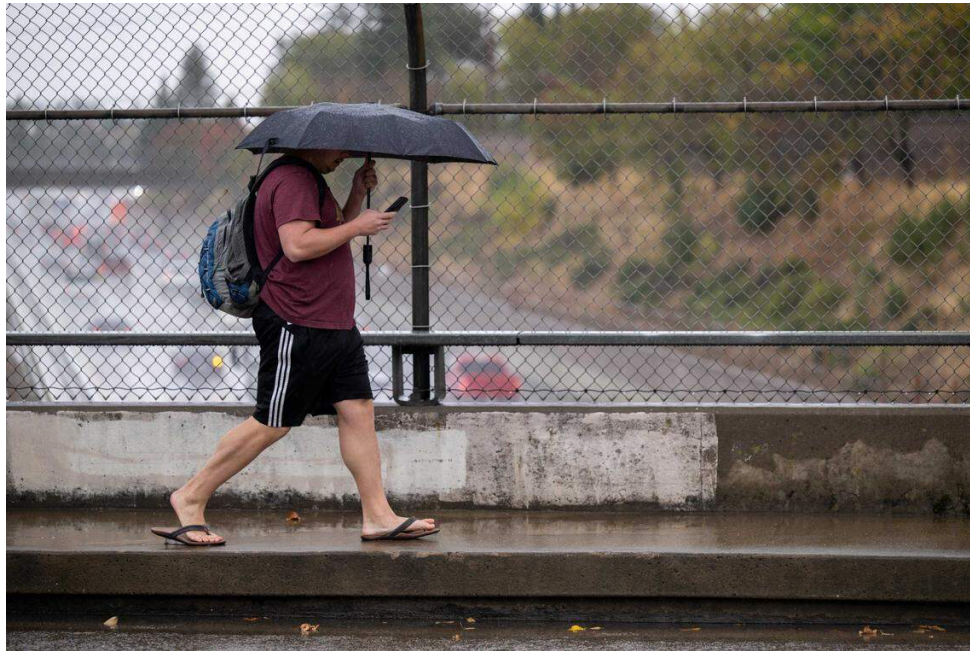
This single cost overrun could have fully funded any of more than 200 Active Transportation Program requests; alternatively, it could have funded all of the 22 cheapest non-quick-build requests, or the entire slate of quick-build requests with more than \$7 million to spare.

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?”

Daily Afternoon Bulletin

Receive a quick summary of the day's biggest news at 4 p.m.

SIGN UP

By submitting, I agree to the [Privacy Policy](#) and [Terms of Service](#).

Want to see more content like this?  




Related Stories from Sacramento Bee

TRANSPORTATION

California cut funding for bikes and pedestrians. What did neighborhoods want?

March 16, 2026 5:00 AM



Ariane Lange *The Sacramento Bee*    916-321-1039

Ariane Lange reports on regional transportation for The Sacramento Bee. She was a USC Center for Health Journalism 2023 California Health Equity Fellow. Previously, she worked at BuzzFeed News, where she covered gender-based violence and sexual harassment.

Join the Conversation FOLLOW

Anyone can read the comments, but you must be a subscriber or logged in with a registered account to contribute. If you do not have a registered account, you can sign up for one below (it's free).

[LOG IN](#) [SIGN UP](#)

 Join the conversation

Conversations are opinions of our readers and are subject to the [Community Guidelines](#).

ALL COMMENTS 1

NEWEST  

U6

User 660f112 10 MIN AGO

What programs would you cut to pay for these? Do you want to up the 5% one-time billionaires tax from 5% to 10%? The objective is worthy but the transportation there is not easy.

REPLY  0

ACTIVE CONVERSATIONS



How CA state worker unions have fared since landmark SCOTUS decision...

 3



California cut funding for bikes and pedestrians. What did neighborhoods...

 2

Powered by  viafoura

 McClatchy Media

Part of the McClatchy Media Network

ABOUT

[About Us](#)

[Contact Us](#)

SUBSCRIPTIONS

[Customer Service](#)

[Start a Subscription](#)

ADVERTISING

[McClatchy Advertising](#)

[Place an Ad](#)

This website utilizes technologies such as cookies to enable essential site functionality, as well as for analytics, personalization, and targeted advertising. [Privacy Policy](#) [Terms of Service](#)

Accept

Deny Non-Essential

Manage Preferences

**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

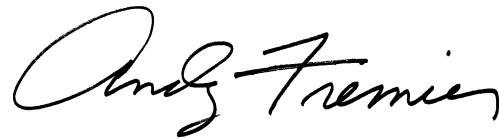
The CTC adopted the Statewide Competitive ATP list of projects on December 5, 2024. The CTC did not select any projects in the MTC region for funding out of a statewide program of \$89 million.

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 Table of Contents

2025 Regional Active Transportation Program Cycle 7 Guidelines	3
Background.....	3
Development Principles.....	3
CTC Guidelines.....	4
ATP Development Schedule.....	4
ATP Regional Shares.....	4
Public Involvement Process.....	4
ATP Projects in the Transportation Improvement Program (TIP).....	4
Deviations from Statewide Policies	4
1. Application Process and Additional Regional Screening/Evaluation Criteria.....	4
2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities <i>Community-Based Transportation Plans (CBTPs)</i>	5 6
<i>Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan</i>	<i>6</i>
3. Match Requirement	7
4. Large Funding Requests.....	7
5. Contingency Project List	7
Application Process.....	7
Project Application.....	7
Additional Project Screening Criteria, Including Readiness	8
Additional Project Evaluation Criteria.....	9
Additional Regional Policies	10
Title VI Compliance	10
MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy.....	10
MTC Resolution No. 4493 Compliance – Complete Streets Checklist	10
2025 Regional Active Transportation Program (rATP) Cycle 7	12
Appendix A-1: ATP Development Schedule (Subject to Change)	12
Appendix A-3: Regional ATP Project Application.....	14

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
-------------------	--------	------------	------------

*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