Date: March 27, 2024
W.I.: 1515
Referred by: PAC
Revised: 02/26/25-C

ABSTRACT

Resolution No. 4633

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 7 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
Attachment B – 2025 Regional ATP Program of Projects

This resolution was amended via Commission action on February 26, 2025 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the revised 2025 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on August 15, 2024 and to update Attachment B, 2025 Regional ATP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated March 13, 2024, and February 12, 2025.

Date: March 27, 2024
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 7 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4633

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

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

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

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

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

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

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

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

WHEREAS, MTC will use state evaluation scores for the statewide application portion, and will assemble a multi-disciplinary evaluation panel to evaluate the regional supplemental application portion, to recommend candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on March 27, 2024.

2025 Regional Active Transportation Program (ATP)

Cycle 7

Guidelines

March 27, 2024

MTC Resolution No. 4633
Attachment A

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

2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines

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2025 Regional Active Transportation Program Cycle 7 Guidelines

Background

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

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

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

The California Transportation Commission (CTC) developed guidelines for the Cycle 7 ATP which were adopted on March 21, 2024. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC's Cycle 7 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region's existing policies and priorities.

Development Principles

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

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested partners to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- MTC will exceed the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain in the regional programs, consistent with federal guidance on the Surface Transportation Block Grant (STBG) Transportation Alternatives set-aside.
- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

CTC Guidelines

The CTC Statewide ATP Guidelines were adopted on March 21, 2024, and are available at https://catc.ca.gov/programs/active-transportation-program. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

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

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 7 of ATP funding (FY 2025-26 through FY 2028-29), consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

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

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2025, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or contract advertisement.

Deviations from Statewide Policies

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

1. Application Process and Additional Regional Screening/Evaluation Criteria

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

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

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

Definition

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

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

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

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

Additional discussion of the Equity Priority Communities definition and methodology are included in the *Plan Bay Area 2050* Equity Analysis Report, available online at https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/. The last link also includes a static map of the EPC locations. An interactive online map is available at https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050.

Community-Based Transportation Plans (CBTPs)

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

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

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

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

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

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

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

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP). The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

3. Match Requirement

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

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

4. Large Funding Requests

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

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 7 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must submit an electronic Project Programming Request (ePPR) form provided by Caltrans for all projects. The ePPR must be submitted electronically in CalSMART. All application materials, in the form of 1 electronic copy must be received by MTC no later than June 17, 2024, to be considered.

Additional Project Screening Criteria, Including Deliverability

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

A. Prohibition of Multiple Phases in the Same Year. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.

B. Deliverability. Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.

C. One Bay Area Grant (OBAG) 3 Requirements.

a. Consistency with OBAG 3 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) by the extended deadline of December 31, 2024. Jurisdictions without a certified general plan housing element will be ineligible for future regional ATP cycles until they comply. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year.

b. Consistency with OBAG 3 Local Road Safety Plan Policy. To reinforce the region's focus on safety, cities and counties will be required to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG 3 Local Road Safety Plan Policy by December 31, 2023. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for future regional ATP cycles until they comply.. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the application scores as provided by the CTC, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

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

  This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.
- Countywide Plans/Goals Consistency Determination. **(0 or -2 point)**
  Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as

applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than August 1, 2024. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- Deliverability Determination. **(0 or -5 points)**
  MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 7 (FY 2025-26 through FY 2028-29) shall receive a 5-point penalty. Projects that are deemed able to be allocated within the four programming years of Cycle 7 will be held harmless.

Additional Regional Policies

Title VI Compliance

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

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2025. For additional information, refer to http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery.

MTC Resolution No. 4493 Compliance – Complete Streets Checklist

MTC's Resolution No. 4493 sets forth MTC's regional policy for provision of Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, and especially for people biking, walking, rolling and taking transit. The Complete Streets resolution also requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist is available through MTC's website online at https://mtc.ca.gov/planning/transportation/complete-streets.
Furthermore, it is encouraged that all bicycle projects programmed in the ATP support MTC's Regional Active Transportation Plan and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2022 Regional Active Transportation Plan and Caltrans Deputy Directive 64. MTC's Regional Active Transportation Plan, containing federal, state, and regional

policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan.

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

Shaded Area – Actions by State, CTC, or Caltrans

Appendix A-2: MTC ATP Share Targets

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

ATP Regional Share

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

State's 25% Disadvantaged Communities Minimum Requirement

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

Appendix A-3: Regional ATP Project Application

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

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board.
    a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included.
    b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project.
2. Project application forms
    a. Statewide ATP Application Form, available at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7.
    b. Regional ATP Supplemental Application Form, available at http://mtc.ca.gov/atp, including back-up documentation, as applicable, such as:
        i. Equity Priority Community benefit evidence
        ii. Scalability plan for applications requesting more than $10 million.
        iii. Environmental Documentation certification evidence for infrastructure projects
        iv. Evidence of project on the Regional Active Transportation Network
        v. OBAG 3 Complete Streets Policy, Housing Element compliance, and Local Road Safety Plan compliance
        vi. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
        vii. Community-Based Transportation Plan evidence
        viii. Transit Agency Coordination evidence
3. Electronic Project Programming Request (ePPR) form
    a. Available at: https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip
4. Complete Streets Checklist
    a. Available at: https://mtc.ca.gov/planning/transportation/complete-streets
    b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2025.

Attachment B
Metropolitan Transportation Commission
2025 Active Transportation Program (ATP)
Cycle 7
FY 2025-26 through FY 2028-29
Regional ATP Cycle 7 Program of Projects

MTC Resolution No. 4633
Attachment B
Adopted: 03/27/24-C
Revised: 02/26/25-C

Regional ATP Cycle 7 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
Alameda	City of Alameda	Willie Stargell Avenue Safety Improvements	$ 673
Alameda	City of Berkeley	Southwest Berkeley Bicycle Boulevards	$ 3,430
Contra Costa	Contra Costa County	Verde K-8 Safe Routes to School	$ 4,360
Marin	San Rafael	Downtown San Rafael North-South Greenway Gap Closure	$ 4,355
Solano	Solano County	Benicia Road Complete Streets Phase 2	$ 1,630
		TOTAL:	**$14,448**

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Regional ATP Cycle 7 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Alameda	City of Oakland	73rd Avenue Active Routes to Transit	$ 30,706
Napa	Napa County	Napa Valley Vine Trail - Yountville to St. Helena	$ 25,000
Contra Costa	City of Concord	Monument Boulevard Trails-to-Transit	$ 19,247
Alameda	ACPWA	Oakland Moves with Purpose: Community at the Center	$ 999
San Francisco	SFCTA	YBI Multi-use Path Project	$ 25,000
Napa	City of Calistoga	Oak St. Pedestrian Bridge and Community Facilities Access Imps.	$ 2,330
Alameda	City of Oakland	Franklin Street Complete Streets	$ 13,531
San Francisco	SFMTA	Howard Streetscape Project	$ 18,691
		TOTAL:	**$135,504**

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