

2023 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM (rATP)

Cycle 6

MTC Resolution No. 4487, Revised

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



METROPOLITAN
TRANSPORTATION
COMMISSION

January 25, 2023

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

METROPOLITAN TRANSPORTATION COMMISSION

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**METROPOLITAN
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COMMISSION**

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February 10, 2023

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

Attention: Laurie Waters, Associate Deputy Director

Dear Executive Director Weiss:

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

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

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

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

Sincerely,

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

TR:KA

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

Attachments: MTC Cycle 6 Regional ATP Program

Metropolitan Planning Organization Component

(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&E	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	Agency Comments
MTC	4-Alameda County-2	ALA	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 32,683	\$ 25,000	\$ 25,000									\$ 17,846	Large Infrastructure	X	X		Con Phase is funded with SHA and FTF
															\$ 7,154					
MTC	4-Alameda County-4	ALA	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 999	\$ 999									\$ 999	NI Only	X	X		
															\$ -					
MTC	4-Alameda County-3	ALA	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 33,477	\$ 17,200				\$ 17,200							Large Combo	X	X		Project funding plan changed. The difference in the amount programmed vs requested will be funded by local and other federal funds.
															\$ -					Full scope will be delivered
															\$ 17,200					
MTC	4-Alameda County Transportation Commission-1	ALA	East Bay Greenway Multimodal, Phase 1	\$ 120,947	\$ 19,500		\$ 19,500									Large Infrastructure	X			
															\$ 19,500					
															\$ -					
MTC	4-Alameda County Transportation Commission-2	ALA	San Pablo Avenue Safety Enhancements and Transit Buias Project	\$ 22,740	\$ 9,000		\$ 9,000									Large Infrastructure	X			
															\$ 9,000					
															\$ -					
MTC	4-Berkeley, City of-2	ALA	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	\$ 1,511	\$ 30	\$ 150	\$ 1,331								Small Infrastructure	X	X		
															\$ 1,511					
															\$ -					
MTC	4-Oakland, City of-1	ALA	Bancroft Avenue Greenway	\$ 34,675	\$ 29,311		\$ 5,446		\$ 23,865							Large Infrastructure	X	X		
															\$ 29,311					
															\$ -					
MTC	4-Concord, City of-1	CC	Willow Pass Road Bikeway Project	\$ 4,058	\$ 2,835	\$ 72	\$ 360	\$ 2,403								Medium Infrastructure	X	X		
															\$ 2,835					
															\$ -					
MTC	4-San Pablo, City of-1	CC	Broadway-El Portal Safe Routes (BESR) Project	\$ 9,143	\$ 7,248	\$ 12	\$ 1,295		\$ 5,941							Medium Combo	X	X		
															\$ 7,248					
															\$ -					
MTC	4-Corte Madera, Town of-1	MRN	Central Marin Regional Pathways Gap Closure Project	\$ 2,075	\$ 1,500	\$ 1,500										Small Infrastructure	X	X		
															\$ 1,500					
															\$ -					
MTC	4-San Rafael, City of-2	MRN	Canal Neighborhood Active Transportation Enhancements Project	\$ 5,154	\$ 4,123	\$ 158	\$ 630		\$ 3,335							Medium Infrastructure	X	X		
															\$ 4,123					
															\$ -					
MTC	4-San Rafael, City of-1	MRN	San Rafael Canal Crossing Project	\$ 23,525	\$ 3,925	\$ 1,575			\$ 2,350							Large Infrastructure	X	X		
															\$ 3,925					
															\$ -					
MTC	4-San Mateo County-1	SM	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 6,629	\$ 5,435	\$ 5,435										Medium Infrastructure	X	X		
															\$ 5,435					
															\$ -					
MTC	4-San Jose, City of-1	SCL	Story-Keys Complete Streets Project	\$ 41,098	\$ 3,656				\$ 3,656							Large Infrastructure	X			Project funding plan changed. The difference in the amount programmed vs requested will be funded by other federal funds.
															\$ 3,656					Full scope will be delivered
															\$ -					Project was at the regional cut off line
MTC	4-Healdsburg, City of-1	SON	Healdsburg Avenue Complete Streets Project	\$ 14,774	\$ 11,819		\$ 11,819									Large Infrastructure	X			
															\$ 11,819					
															\$ -					

Total	\$ 353,489	\$ 143,062	\$ 34,781	\$ 48,200	\$ 3,734	\$ 56,347
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	FTF	STATE	Total
MTC Fund estimate totals	\$24,354	\$118,708	\$143,062
Program funding totals	\$ 24,354	\$ 118,708	\$ 143,062
Over or Under Estimate amount	\$0	\$0	\$0

2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

INTRODUCTION



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

INTRODUCTION
JANUARY 25, 2023

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

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

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

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

MTC's 2023 rATP submittal includes the following sections:

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

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

2023 rATP Project Screening

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

Application Summary

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

Table 1: Applications Received by County

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

Project Selection

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

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

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

Statewide Competitive ATP Program Results

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

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

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

County	Agency	Project Title	Amount (1,000s)
Alameda	Bay Area Toll Authority	West Oakland Link of the Bay Skyway	\$17,600
Alameda	Berkeley	Addison Street Bicycle Boulevard Project	\$4,870
Contra Costa	County Public Works	Pacifica Avenue Safe Routes to School Project	\$3,902
Contra Costa	County Public Works	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$10,517
San Francisco	SFMTA	Bayview Multimodal Community Corridor	\$12,325
Santa Clara	Santa Clara VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$39,103
Total			\$88,317

Regional ATP Project Selection

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

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

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

Partial Funding

San Jose requested \$36 million in ATP funds for the Story-Keyes Complete Streets project; however, only \$4 million of ATP remains after funding higher scoring projects. MTC approved partially funding the project with \$4 million in ATP funds. San Jose also submitted the same project application for a higher request amount as a part of MTC’s One Bay Area Grant 3 (OBAG3) program call for projects. The Story-Keyes Complete Streets project scored highly in the OBAG3 evaluation process and MTC approved funding the project’s remaining need. MTC staff expects the full project benefits to be delivered as the funding plan will be complete between the approved funding in the Regional ATP and OBAG 3 programs.

Caltrans Eligibility Determination Pending

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

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 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

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

County	Sponsor	Project	ATP Amount (\$1,000s)
Alameda	Alameda County Public Works	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000
Alameda	Alameda County Public Works	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999
Alameda	Alameda County Public Works	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200
Alameda	Alameda County Transportation Commission	East Bay Greenway Multimodal, Phase 1	\$ 19,500
Alameda	Alameda County Transportation Commission	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000
Alameda	City of Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511
Alameda	City of Oakland	Bancroft Avenue Greenway	\$ 29,311
Contra Costa	City of Concord	Willow Pass Road Bikeway Project	\$ 2,835
Contra Costa	City of San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248
Marin	Town of Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500
Marin	City of San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123
Marin	City of San Rafael	San Rafael Canal Crossing Project	\$ 3,925
San Mateo	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435
Santa Clara	City of San Jose	Story-Keyes Complete Streets Project*	\$ 3,656
Sonoma	City of Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819
Total			\$143,062

* Indicates project will receive partial funding

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

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

Broad Spectrum of Projects Benefiting Bicyclists and Pedestrians

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

Contingency Project List

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

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

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

Consistency with ATP Fund Estimate

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

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 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

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

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

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

Metropolitan Transportation Commission - Cycle 6 Regional Active Transportation Program

List of Applications Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP
Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
ALA	Oakland	Bancroft Avenue Greenway	\$ 34,675	\$ 29,311	102.0
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 32,683	\$ 25,000	101.0
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 120,947	\$ 19,500	100.0
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 33,477	\$ 17,200	99.0
SCL	VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$ 46,685	\$ 39,103	99.0
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 999	98.0
ALA	Berkeley	Addison Street Bicycle Boulevard Project	\$ 6,165	\$ 4,870	98.0
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	\$ 1,511	98.0
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 23,525	\$ 3,925	97.0
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 9,143	\$ 7,248	96.0
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 5,154	\$ 4,123	96.0
CC	CCPW	Pacifica Avenue Safe Routes to School Project	\$ 4,342	\$ 3,902	95.0
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 22,740	\$ 9,000	93.0
CC	Concord	Willow Pass Road Bikeway Project	\$ 4,058	\$ 2,835	93.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,075	\$ 1,500	93.0
ALA	BATA	West Oakland Link of the Bay Skyway	\$ 65,035	\$ 17,600	92.0
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 14,774	\$ 11,819	92.0
CC	CCPW	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$ 11,717	\$ 10,517	91.0
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 6,629	\$ 5,435	91.0
SCL	San Jose	Story-Keyes Complete Streets Project	\$ 41,098	\$ 3,656	91.0
ALA	Oakland	73rd Avenue Active Routes to Transit	\$ 27,586	\$ 18,865	90.0
SF	SFMTA	Howard Streetscape Project	\$ 49,435	\$ 23,691	90.0
ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,603	\$ 4,096	89.0
SM	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 4,756	\$ 3,756	87.0
SM	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 3,375	\$ 2,985	86.0
CC	Concord	Pine Hollow Road Complete Streets Project	\$ 9,800	\$ 8,672	85.0
CC	Pittsburg	Pittsburg Pedestrian and Bike Connectivity to BART	\$ 2,510	\$ 2,510	83.0
ALA	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 15,550	\$ 8,376	82.0
CC	CCPW	Market Avenue Complete Street	\$ 3,497	\$ 3,437	82.0
SF	SFMTA	Bayview Multimodal Community Corridor	\$ 15,445	\$ 12,325	81.0
SOL	Vacaville	Ulatis Transit to Downtown Connector	\$ 9,244	\$ 7,242	81.0
NAP	Napa	Imola Avenue Corridor Complete Streets Improvement Project	\$ 16,805	\$ 13,805	80.0
CC	CCPW	Fourth Street Crosswalk Enhancements	\$ 1,576	\$ 1,576	79.0
CC	Concord	Monument Boulevard Multimodal Corridor	\$ 19,704	\$ 15,743	79.0
SCL	Palo Alto	South Palo Alto Enhanced Bikeways Project	\$ 1,314	\$ 775	79.0
SCL	San Jose	2nd & 3rd Street De-Coupling and Complete Streets Project	\$ 24,587	\$ 21,768	79.0
ALA	Emeryville	Emeryville Loop	\$ 10,547	\$ 1,155	78.0
ALA	BART	Dublin/Pleasanton Bicycle and Pedestrian Access Improvements: Iron Horse Trail	\$ 14,870	\$ 8,405	77.0
CC	CCPW	Appian Way - Pedestrian Crossings and Sidewalk Gap Closure	\$ 3,265	\$ 3,265	76.0
MRN	Mill Valley	Safe Routes to Schools Pedestrian Gap Closure Project	\$ 3,486	\$ 3,486	76.0
ALA	Fremont	East Bay Greenway (Fremont BART to Irvington District)	\$ 9,745	\$ 8,612	75.0
CC	CCPW	Carquinez Middle School Trail Connection	\$ 4,868	\$ 4,459	75.0
SON	Petaluma	River Trail - Highway 101 Crossing Project	\$ 4,537	\$ 3,233	73.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancement Project	\$ 11,346	\$ 10,425	72.0
CC	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 3,751	\$ 2,998	71.0
SOL	Suisun City	McCoy Creek Trail Phase 3 Improvements Project	\$ 4,292	\$ 4,292	70.0
ALA	ACPW	D Street Bicycle, Pedestrian and Safe Routes Improvements	\$ 7,219	\$ 2,755	69.0
NAP	Napa County	Napa Valley Vine Trail between Yountville and St. Helena	\$ 29,890	\$ 15,000	69.0
SCL	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement Project	\$ 9,559	\$ 7,638	69.0
SCL	VTA	Homestead Road Safe Routes to School Project	\$ 15,400	\$ 13,848	68.0
SM	San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$ 15,255	\$ 11,955	66.0
SOL	Rio Vista	Airport Road Church Road Bike and Pedestrian Improvements	\$ 6,573	\$ 6,273	65.0
CC	Moraga	Camino Pablo Pedestrian and Bicycle Improvement Project	\$ 989	\$ 989	64.0
SM	Half Moon Bay	Eastside Parallel Trail South (Higgins Canyon to Miramontes Point)	\$ 250	\$ 250	63.0
SCL	Milpitas	Montague Expressway Pedestrian Overcrossing	\$ 24,700	\$ 10,800	58.0

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
SOL	Fairfield	Travis Safe Routes to School and Transit Project	\$ 6,108	\$ 4,108	58.0
SOL	Benicia	ATP Cycle 6 Safe Routes to School Improvements	\$ 1,623	\$ 1,623	56.0
SCL	San Jose	Julian Street-Guadalupe Trail Connection	\$ 5,996	\$ 5,308	55.0
SOL	Solano County	Benicia Road Complete Streets Project	\$ 3,440	\$ 3,306	54.0
CC	Moraga	Moraga Rd and Canyon Rd Complete Streets	\$ 2,707	\$ 2,707	50.0
CC	Orinda	Camino Pablo Pathway	\$ 1,617	\$ 1,617	49.0
SM	South San Francisco	Hillside Pedestrian Connection Project	\$ 900	\$ 900	47.0
CC	Orinda	Safe Routes to School - Glorietta Elementary School Crossings Project	\$ 386	\$ 386	34.0

63	Applications Received	Totals	\$ 900,539	\$ 508,469	
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List of Project Evaluators

Metropolitan Transportation Commission

Regional Active Transportation Program – Cycle 6 List of Evaluators

Table 1: Regional Active Transportation Program – Cycle 6 List of Evaluators

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Alameda County Transportation Commission	County Transportation Agency
Alameda County Unincorporated Bike and Pedestrian Advisory Committee	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (1)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (2)	Bike & Pedestrian Safety
City of Concord	City
City of Dixon	City
City of Fremont	City
City of Napa	City
City of San Rafael	City
Contra Costa Transportation Authority	County Transportation Agency
Marin County Bicycle Coalition	Bike & Pedestrian Advocacy
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
Metropolitan Transportation Commission (4)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Advisory Council
MTC Policy Advisory Council (2)	Advisory Council
Napa Valley Transportation Authority	County Transportation Agency
Napa Valley Transportation Authority	County Transportation Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Advocacy
Silicon Valley Bicycle Coalition (2)	Bike & Pedestrian Advocacy

2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT SUMMARY LISTS



Attachment B
Metropolitan Transportation Commission
2023 Active Transportation Program (ATP)
Cycle 6
FY 2023-24 through FY 2026-27
Regional ATP Cycle 6 Program of Projects

MTC Resolution No. 4487
Attachment B
Adopted: 02/23/22-C
Revised: 01/25/23-C

Regional ATP Cycle 6 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000
Alameda	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999
Alameda	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200
Alameda	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500
Alameda	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000
Alameda	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511
Alameda	Oakland	Bancroft Avenue Greenway	\$ 29,311
Contra Costa	Concord	Willow Pass Road Bikeway Project	\$ 2,835
Contra Costa	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248
Marin	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500
Marin	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123
Marin	San Rafael	San Rafael Canal Crossing Project	\$ 3,925
San Mateo	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435
Santa Clara	San Jose	Story-Keyes Complete Streets Project	\$ 3,656
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819
TOTAL:			\$143,062

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Regional ATP Cycle 6 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Alameda	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865
San Francisco	SFMTA	Howard Streetscape Project	\$ 23,691
Alameda	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096
San Mateo	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756
San Mateo	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985
TOTAL:			\$53,393

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

2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

GUIDELINES: POLICIES, PROCEDURES AND PROJECT SELECTION CRITERIA

2023 REGIONAL ATP ADOPTION

MTC RESOLUTION No. 4487, REVISED



Date: February 23, 2022
W.I.: 1515
Referred by: PAC
Revised: 01/25/23-C

ABSTRACT

Resolution No. 4487, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 6 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2023 Regional ATP Program of Projects

This resolution was amended via Commission action on January 25, 2023 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the revised 2023 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on August 17, 2023 and to update Attachment B, 2023 Regional ATP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 9, 2022, and January 11, 2023.

Date: February 23, 2022
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 6 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4487

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

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

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

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

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

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

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

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

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

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

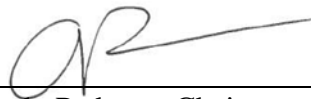
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on February 23, 2022.

Date: February 23, 2022
W.I.: 1515
Referred by: PAC
Revised: 01/25/23-C

Attachment A
Resolution No. 4487
Page 1 of 14

2023 Regional Active Transportation Program (ATP)

Cycle 6

Guidelines

February 23, 2022

**MTC Resolution No. 4487
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section**
<http://mtc.ca.gov/funding>

**2023 Regional Active Transportation Program (ATP) Cycle 6
Guidelines
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2023 Regional Active Transportation Program Cycle 6 Guidelines

Background

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

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

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

The California Transportation Commission (CTC) developed guidelines for the Cycle 6 ATP which are expected to be adopted on March 16, 2022. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 6 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 23, 2022, for final consideration by the CTC on March 16, 2022.

Development Principles

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

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings and balances in the 40% Large MPO programs remain within the regional programs, consistent with

federal guidance on the Surface Transportation Block Grant (STBG) Transportation Alternatives set-aside.

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

CTC Guidelines

The CTC Statewide ATP Guidelines are expected to be adopted on March 16, 2022, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

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

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 6 of ATP funding (FY 2023-24 through FY 2026-27), consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

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

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2023, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

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

1. Application Process and Additional Regional Screening/Evaluation Criteria

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

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

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

Definition

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

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

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 6 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must submit an electronic Project Programming Request (ePPR) form provided by Caltrans for all projects. The ePPR must be submitted electronically in

CalSMART. All application materials, in the form of 1 electronic copy must be received by MTC no later than June 15, 2022, to be considered.

Additional Project Screening Criteria, Including Readiness

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

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

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

- C. One Bay Area Grant (OBAG) 3 Requirements.**
 - a. Consistency with OBAG 3 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) by December 31, 2023. Jurisdictions without a certified general plan housing element will be ineligible for future regional ATP cycles until they comply.. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year.
 - b. Consistency with OBAG 3 Local Road Safety Plan Policy. To reinforce the region’s focus on safety, cities and counties will be required to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG 3 Local Road Safety Plan Policy by December 31, 2023. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for future regional ATP cycles until they comply.. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.

- D. Transit Agency Coordination.** Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate “no impact.” Otherwise,

an application may be disqualified based on a lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

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

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.
- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**

Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than December 1, 2023. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- **Deliverability Determination. (0 or -5 points)**

MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 6 (FY 2023-24 through FY 2026-27) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 6 will be held harmless.

Additional Regional Policies

Title VI Compliance

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

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2023. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <https://mtc.ca.gov/planning/transportation/complete-streets>. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the regional active transportation network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating

bicycles and non-motorized travel, is available on MTC's Web site at: <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility>. MTC is currently developing the Regional Active Transportation Plan and updating MTC's Complete Streets Policy later this year. Future ATP cycle guidelines will align with the Regional Active Transportation Plan and be consistent with the updated Complete Streets Policy, and we urge early alignment and compliance from applicants where feasible.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2023 Regional Active Transportation Program (rATP) Cycle 6 Appendix A-1: ATP Development Schedule (Subject to Change) February 23, 2022	
January 2022	CTC released draft ATP Guidelines
January 2022	Draft Regional ATP Guidelines presented to Working Groups
February 9, 2022	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 23, 2022	MTC Commission adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 16, 2022	CTC adoption of State ATP Guidelines CTC adoption of MTC's Regional ATP Guidelines
March 16, 2022	CTC released ATP Call for Projects for Statewide Competitive Program MTC released ATP Call for Projects for Regional Program
June 15, 2022	State Quick-build Pilot Program Applications Due to CTC (Statewide Program)
June 15, 2022	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
September 15, 2022	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
October 2022	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2022	ATP Statewide Quick-build Pilot Program Adoption: CTC scheduled to adopt the statewide quick-build pilot program
December 7, 2022	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
January 4, 2023	MTC releases staff recommendation for ATP Regional Program
January 2023	Working Group discussions of staff recommendations
January 11, 2023	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 25, 2023	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2023	TIP Amendment Deadline: Successful ATP project sponsors to submit 2023 TIP Amendment, including Resolution of Local Support
March 15, 2023	CTC Approval of ATP Regional Program
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25
January 31, 2026	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2025-26
January 31, 2027	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2026-27

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)
2023 Regional Active Transportation Program (ATP) Cycle 6**

Appendix A-2: MTC ATP Regional Share Targets

Cycle 6 Program - FY 2023-24 through FY 2026-27

ATP Regional Share

All numbers in thousands

Fund Source	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Federal (TAP, Recreational Trails, Other)	\$4,130	\$4,331	\$7,946	\$7,946	\$24,354
State	\$30,425	\$30,425	\$25,970	\$25,969	\$112,789
SB1			\$2,960	\$2,960	\$5,919
Total ATP Regional Share	\$34,555	\$34,756	\$36,875	\$36,875	\$143,062

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
25% - Benefiting Disadvantaged Communities	\$8,639	\$8,689	\$9,219	\$9,219	\$35,765
75% - Anywhere in the Region	\$25,916	\$26,067	\$27,656	\$27,656	\$107,296
Total ATP Regional Share	\$34,555	\$34,756	\$36,875	\$36,875	\$143,062

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2023 Regional Active Transportation Program (ATP) Cycle 6

Appendix A-3: Regional ATP Project Application

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

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
 - i. Equity Priority Community benefit evidence
 - ii. Scalability plan for applications requesting more than \$10 million.
 - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iv. Regional active transportation network
 - v. OBAG 3 Complete Streets Policy, Housing Element compliance, and Local Road Safety Plan compliance
 - vi. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vii. Community-Based Transportation Plan evidence
 - viii. Transit Agency Coordination evidence
3. Electronic Project Programming Request (ePPR) form
 - a. Available at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
 - a. Available at: <https://mtc.ca.gov/planning/transportation/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2023.

Attachment B
Metropolitan Transportation Commission
2023 Active Transportation Program (ATP)
Cycle 6
FY 2023-24 through FY 2026-27
Regional ATP Cycle 6 Program of Projects

MTC Resolution No. 4487
Attachment B
Adopted: 02/23/22-C
Revised: 01/25/23-C

Regional ATP Cycle 6 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000
Alameda	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999
Alameda	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200
Alameda	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500
Alameda	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000
Alameda	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511
Alameda	Oakland	Bancroft Avenue Greenway	\$ 29,311
Contra Costa	Concord	Willow Pass Road Bikeway Project	\$ 2,835
Contra Costa	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248
Marin	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500
Marin	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123
Marin	San Rafael	San Rafael Canal Crossing Project	\$ 3,925
San Mateo	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435
Santa Clara	San Jose	Story-Keyes Complete Streets Project	\$ 3,656
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819
TOTAL:			\$143,062

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Regional ATP Cycle 6 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Alameda	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865
San Francisco	SFMTA	Howard Streetscape Project	\$ 23,691
Alameda	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096
San Mateo	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756
San Mateo	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985
TOTAL:			\$53,393

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2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT PROGRAMMING REQUEST (PPR) FORMS

Agency	Project Title
ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation
ACPW	Oakland Making Moves: Active Oakland Neighborhoods
ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County
ACTC	East Bay Greenway Multimodal, Phase 1
ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project
Berkeley	Washington Elementary and Berkeley High Safe Routes to School project
Oakland	Bancroft Avenue Greenway
Concord	Willow Pass Road Bikeway Project
San Pablo	Broadway-El Portal Safe Routes (BESR) Project
Corte Madera	Central Marin Regional Pathways Gap Closure Project
San Rafael	San Rafael Canal Crossing Project
San Rafael	Canal Neighborhood Active Transportation Enhancements Project
San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project
San Jose	Story-Keyes Complete Streets Project
Healdsburg	Healdsburg Avenue Complete Streets Project

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23				
District		EA		Project ID		PPNO		MPO ID		
04										
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
ALA								Alameda County Public Works		
						MPO		Element		
						MTC		Local Assistance		
Project Manager/Contact			Phone			E-mail Address				
Rick Yeung			510-670-5578			ricky@acpwa.org				
Project Title										
Mission Boulevard Safe and Complete Street for Active Transportation										
Location (Project Limits), Description (Scope of Work)										
On Mission Boulevard between East Lewelling Boulevard/I-238 and Rose St, in the unincorporated Alameda County communities of Ashland and Cherryland.										
Component										
Implementing Agency										
PA&ED		Alameda County Public Works								
PS&E		Alameda County Public Works								
Right of Way		Alameda County Public Works								
Construction		Alameda County Public Works								
Legislative Districts										
Assembly:		20		Senate:		10		Congressional:		15
Project Benefits										
The project will construct safety improvements including Class IV separated bikeways, protected intersections, sidewalk improvements, crosswalk enhancements and landscaping to provide a safe, comfortable, convenient, and accessible street serving schools, high-frequency bus routes, businesses, parks, and housing.										
Purpose and Need										
This project will create a safe and comfortable street for all people, ages, and abilities using various modes of transportation in the Ashland and Cherryland communities. The installation of Class IV bikeways, protected intersections, and sidewalk will address the needs of these two communities in Unincorporated Alameda County.										
Category			Outputs				Unit	Total		
Active Transportation			# Signs, lights, greenway, safety/beautification				LF	10,800		
Active Transportation			Bicycle lane-miles				LF	5,400		
Active Transportation			Sidewalk miles				LF	10,800		
Operational Improvements							EA	11		
NHS Improvements		No	Roadway Class		NA	Reversible Lane analysis		No		
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions				Yes
Project Milestone							Existing	Proposed		
Project Study Report Approved										
Begin Environmental (PA&ED) Phase								11/07/19		
Circulate Draft Environmental Document					Document Type		CE	06/04/20		
Draft Project Report										
End Environmental Phase (PA&ED Milestone)								06/04/20		
Begin Design (PS&E) Phase								06/05/20		
End Design Phase (Ready to List for Advertisement Milestone)								11/21/22		
Begin Right of Way Phase								10/01/22		
End Right of Way Phase (Right of Way Certification Milestone)								03/30/23		
Begin Construction Phase (Contract Award Milestone)								12/01/23		
End Construction Phase (Construction Contract Acceptance Milestone)								05/24/25		
Begin Closeout Phase								12/02/25		
End Closeout Phase (Closeout Report)								12/31/26		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	ALA				
Project Title: Mission Boulevard Safe and Complete Street for Active Transportation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Alameda County Public Works
PS&E									Alameda County Public Works
R/W SUP (CT)									Alameda County Public Works
CON SUP (CT)									Alameda County Public Works
R/W									Alameda County Public Works
CON									Alameda County Public Works
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	497							497	
PS&E	1,988							1,988	
R/W SUP (CT)									
CON SUP (CT)									
R/W			249					249	
CON			29,949					29,949	
TOTAL	2,485		30,198					32,683	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			25,000					25,000	
TOTAL			25,000					25,000	

Fund No. 2:	Local Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Alameda County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	497							497	
PS&E	1,988							1,988	
R/W SUP (CT)									
CON SUP (CT)									
R/W			249					249	
CON			3,907					3,907	
TOTAL	2,485		4,156					6,641	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
ALA					Alameda County Public Works		
					MPO	Element	
					MTC	Local Assistance	
Project Manager/Contact			Phone		E-mail Address		
Rachel Paras			510-268-4217		rachel.paras@acgov.org		
Project Title							
Oakland Making Moves: Active Oakland Neighborhoods							
Location (Project Limits), Description (Scope of Work)							
Oakland Making Moves: Active Oakland Neighborhood will serve 13 affordable housing sites located in disadvantaged/equity priority communities in Oakland. Oakland Making Moves will engage residents in mapping and using safe walking/biking routes from 13 affordable housing sites in Oakland to healthy places.							
Component							
Implementing Agency							
PA&ED		Alameda County Public Works					
PS&E		Alameda County Public Works					
Right of Way		Alameda County Public Works					
Construction		Alameda County Public Works					
Legislative Districts							
Assembly:	18, 15		Senate:	9		Congressional:	13
Project Benefits							
Increased walking/biking to and from affordable housing sites and community destinations. Increased traffic safety near housing sites Reduce vehicle trips and greenhouse gas emissions.							
Purpose and Need							
The non-infrastructure project responds to community-identified needs for better access to safe and active routes in disadvantaged Oakland neighborhoods, identified in the attached narrative.							
Category		Outputs				Unit	Total
Active Transportation		# Signs, lights, greenway, safety/beautification				EA	110
NHS Improvements	No	Roadway Class		NA	Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions		Yes
Project Milestone						Existing	Proposed
Project Study Report Approved						06/15/22	
Begin Environmental (PA&ED) Phase							10/01/23
Circulate Draft Environmental Document				Document Type	EIR		
Draft Project Report							10/01/23
End Environmental Phase (PA&ED Milestone)							09/30/25
Begin Design (PS&E) Phase							10/01/23
End Design Phase (Ready to List for Advertisement Milestone)							09/30/25
Begin Right of Way Phase							10/01/23
End Right of Way Phase (Right of Way Certification Milestone)							09/30/25
Begin Construction Phase (Contract Award Milestone)							10/01/23
End Construction Phase (Construction Contract Acceptance Milestone)							09/30/25
Begin Closeout Phase							10/01/25
End Closeout Phase (Closeout Report)							09/30/26

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23				
District		EA		Project ID		PPNO		MPO ID		
04										
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
ALA								Alameda County Public Works		
						MPO		Element		
						MTC		Local Assistance		
Project Manager/Contact			Phone			E-mail Address				
Daniel Woldsenbet			510-670-5455			danielw@acpwa.org				
Project Title										
San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County										
Location (Project Limits), Description (Scope of Work)										
Along the San Lorenzo Creek, the project will run from the SF Bay Trail in San Lorenzo, through four DACs, connect to two BART stations, and end in Hayward at 4th and A Streets.										
Component										
Implementing Agency										
PA&ED		Alameda County Public Works								
PS&E		Alameda County Public Works								
Right of Way		Alameda County Public Works								
Construction		Alameda County Public Works								
Legislative Districts										
Assembly:		18, 20		Senate:		9, 10		Congressional:		13, 15
Project Benefits										
New active transportation corridor running through six communities, including four disadvantaged communities (DAC); only continuous east-west corridor in the entire "Eden" area of central AC. Of the 938 residents surveyed, 90% were supportive of the project. 39% (364 individuals) surveyed live in disadvantaged communities using Median Household Income criteria (cont.).										
Purpose and Need										
• Area lacks active transportation infrastructure and is highly reliant on vehicles, with major disparities in mobility, health and safety for low-income residents. Few opportunities to walk or bike safely in the area, despite mid-high density and major employment centers/schools/services. Area includes part of the County's High Injury Network, with a disproportionately high rate of collisions on few streets.										
Category			Outputs				Unit	Total		
Active Transportation			Bicycle lane-miles				Miles	10		
NHS Improvements		No	Roadway Class		NA		Reversible Lane analysis		No	
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions		Yes		
Project Milestone							Existing	Proposed		
Project Study Report Approved										
Begin Environmental (PA&ED) Phase								08/30/23		
Circulate Draft Environmental Document					Document Type		ND	07/01/24		
Draft Project Report								08/01/24		
End Environmental Phase (PA&ED Milestone)								08/24/24		
Begin Design (PS&E) Phase								10/24/24		
End Design Phase (Ready to List for Advertisement Milestone)								10/14/26		
Begin Right of Way Phase								10/24/24		
End Right of Way Phase (Right of Way Certification Milestone)								06/16/26		
Begin Construction Phase (Contract Award Milestone)								12/18/26		
End Construction Phase (Construction Contract Acceptance Milestone)								12/02/29		
Begin Closeout Phase								12/03/29		
End Closeout Phase (Closeout Report)								12/131/29		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

Additional Information

Benefits Cont.

- Increases the proportion of trips taken by walking or biking through: 1) new low-stress, off-street bike/ped infrastructure accessible for all ages and abilities, 2) improved connectivity to community destinations, and 3) programming and activating the Creekway, especially targeted to students
- Connects with 150+ trip generators identified by the community including 12 commercial corridors, 18 high-need schools, three BART stations, four major community centers, fresh food, health and social services, two regional trails, four urban parks and others. Area serves more than 3,000 multifamily housing units, 35% of which are below-market affordable housing.
- Reduces risk, rate, and severity of collisions through vehicle-bike/ped separation, improved surfaces, and safer crossings.
- Enhances public health through opportunities for physical activity, connections to recreation areas/open space, and improved air quality.
- * Utilizes unique site opportunity along an existing flood control maintenance road, allowing for continuous construction with minimal traffic disruptions of segmentation of project delivery.
- Combined Non-Infrastructure (NI) program, Eden on the Move, will activate the SLC for 12,000 students and their families through community-wide Safe Routes to School (SRTS) programming utilizing the Creekway, a bike lending program at schools along the facility, hyper-local youth-led research and programming focused on health, mobility, and safety, and youth employment opportunities for 255 students. Eden on the Move is a new program that is both flexible in how it is implemented at each site, and will have community-wide benefits to ensure equity in services.
- Utilizes innovative and community-based framework for public safety that addresses root causes of safety concerns by 1) designing for pedestrian and bicycle safety, 2) promoting a culture of public safety and community support through youth-led programming and Creekway activation, 3) building in opportunities for anti-displacement and homeless services advocacy, 4) building out an intervention system that utilizes the most appropriate crisis responder for the situation (including medical, mental health, social work, public works, or law enforcement professionals).
- Reduces greenhouse gas emissions by reducing vehicle miles traveled. Utilizing the California Air Resources Board Benefits Calculator, this includes a projected: 1,202 Metric Tons of CO2 emissions reduced, 3,580,650 auto vehicle miles traveled reduced, 104,143 fossil fuel gallons reduced, 147.38 lbs of Particulate Matter 2.5 reduced locally, 245.11 lbs of NOx emissions reduced locally, and 0.35 lbs of Diesel particulate matter emissions reduced locally over 20 years.
- Leverages existing public land/resources as well as public-private partnerships with housing and mixed-use developers. Project includes significant inter-agency collaboration with HARD, AC Flood Control, AC Public Health Department, AC Sheriff's Office, ACPWA, City of Hayward, City of San Leandro, and San Lorenzo and Hayward Unified School Districts.
- Project planning, design, and implementation prioritizes public participation and galvanizes diverse community stakeholders including non-profits and citizens' groups serving youth (REACH Ashland Youth Center, Bike East Bay, Cycles of Change, Deputy Sheriff's Activities League), homeless/at-risk (Downtown Streets Team) affordable housing (RCD Housing, Eden Housing), and community-organizing and land use (Eden Municipal Advisory Council, Ashland/Cherryland Community Associations)
- Fosters community identity and capacity building especially in low-income unincorporated areas through

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	ALA				
Project Title: San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Alameda County Public Works
PS&E									Alameda County Public Works
R/W SUP (CT)									Alameda County Public Works
CON SUP (CT)									Alameda County Public Works
R/W									Alameda County Public Works
CON									Alameda County Public Works
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			300					300	
PS&E				2,800				2,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						33,421		33,421	
TOTAL			300	2,800		33,421		36,521	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional MTC 2023 ATP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						17,200		17,200	
TOTAL						17,200		17,200	

Fund No. 2:	Local Funds - Measure F1								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Alameda County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						3,000		3,000	
TOTAL						3,000		3,000	

Fund No. 3:		Local Funds - Developer Fees							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)									Private Developers	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON								3,700	3,700	
TOTAL								3,700	3,700	

Fund No. 4:		Local Funds - District Funding							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)									HARD	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)			300					300		
PS&E				2,700				2,700		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL			300	2,700				3,000		

Fund No. 5:		OBAG3							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)									Metropolitan Transportation Comm	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E				100				100		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON								9,521	9,521	
TOTAL				100				9,521	9,621	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23
District	EA	Project ID		PPNO	MPO ID	
04						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ALA	185	3.300	4.700	Alameda County Transportation Commission		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Gary Huisingh		510-208-7444		ghuisingh@alamedactc.org		
Project Title						
East Bay Greenway Multimodal, Phase 1						
Location (Project Limits), Description (Scope of Work)						
Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro, spanning 10.6 miles, from Lake Merritt BART Station in Downtown Oakland to the Bayfair BART Station in San Leandro via East 10th Street, East 12th Street, San Leandro Street/Blvd, and East 14th Street (SR 185). The project will consist of Class I shared use paths, Class IV protected bikeways, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements to improve speed and passenger comfort, and placemaking features.						
Component		Implementing Agency				
PA&ED		Alameda County Transportation Commission				
PS&E		Alameda County Transportation Commission				
Right of Way		Alameda County Transportation Commission				
Construction		Alameda County Transportation Commission				
Legislative Districts						
Assembly:	18, 20	Senate:	7, 9	Congressional:	12	
Project Benefits						
Improved safety for vulnerable road users (bicyclists and pedestrians); connected network of continuous and comfortable biking and walking facilities; improved mobility for disadvantaged communities, including areas with low access to driving; greenhouse gas emissions and congestion reduction from shift to active modes; improved public health for communities with high asthma rates; support infill development.						
Purpose and Need						
The project will close multimodal infrastructure gaps, improve safety for bicyclists and pedestrians, encourage mode shift to walking and bicycling, provide affordable mobility to disadvantaged communities. The project corridor is currently characterized by bicycle facilities that are absent or not protected, sidewalk gaps, infrequent crossing opportunities, and numerous crossings featuring striped crosswalks with no enhancement. The project will provide a north-south, all ages and abilities bikeway "spine" that connects to a wide array of						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	10.6
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						01/01/22
Circulate Draft Environmental Document			Document Type	CE/CE		11/15/22
Draft Project Report						11/15/22
End Environmental Phase (PA&ED Milestone)						12/27/22
Begin Design (PS&E) Phase						01/01/23
End Design Phase (Ready to List for Advertisement Milestone)						03/26/24
Begin Right of Way Phase						01/01/23
End Right of Way Phase (Right of Way Certification Milestone)						12/27/23
Begin Construction Phase (Contract Award Milestone)						01/15/25
End Construction Phase (Construction Contract Acceptance Milestone)						01/05/27
Begin Closeout Phase						02/01/27
End Closeout Phase (Closeout Report)						12/20/27

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO	
04	ALA	185				
Project Title: East Bay Greenway Multimodal, Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Alameda County Transportation
PS&E									Alameda County Transportation
R/W SUP (CT)									Alameda County Transportation
CON SUP (CT)									Alameda County Transportation
R/W									Alameda County Transportation
CON									Alameda County Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	844							844	
PS&E		7,750						7,750	
R/W SUP (CT)									
CON SUP (CT)									
R/W		403						403	
CON				111,950				111,950	
TOTAL	844	8,153		111,950				120,947	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									California Transportation Commissi	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										Regional MTC 2023 ATP
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				19,500				19,500		
TOTAL				19,500				19,500		

Fund No. 2:	Local Funds - ALA CO Sales Tax (Committed)								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									Alameda County Transportation Co	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	844							844		Measure BB
PS&E		7,750						7,750		
R/W SUP (CT)										
CON SUP (CT)										
R/W		403						403		
CON				53,075				53,075		
TOTAL	844	8,153		53,075				62,072		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23
District	EA	Project ID		PPNO	MPO ID	
04						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ALA	123	2.070	5.090	Alameda County Transportation Commission		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Matthew Bomberg		510-208-7465		mbomberg@alamedactc.org		
Project Title						
San Pablo Avenue Safety and Bus Bulbs Project						
Location (Project Limits), Description (Scope of Work)						
In Alameda County, on San Pablo Avenue between Heinz Street in South Berkeley and Clay Street in North Albany (at the Alameda County limit), construct bicycle/pedestrian safety and transit speed/reliability improvements including flashing beacons, pedestrian hybrid beacons, ADA compliant curb ramps, bulb outs at Rapid bus stops, median refuge islands, high visibility crosswalk upgrades, minor traffic signal modifications, bus stop relocations, lighting improvements, and warning signage.						
Component						
Implementing Agency						
PA&ED	Alameda County Transportation Commission					
PS&E	Alameda County Transportation Commission					
Right of Way	Alameda County Transportation Commission					
Construction	Alameda County Transportation Commission					
Legislative Districts						
Assembly:	14	Senate:	7	Congressional:	12	
Project Benefits						
Improves safety for bicyclists and pedestrians crossing San Pablo Avenue. Improves accessibility and comfort including ADA compliance, enhanced lighting, and added amenities for transit riders. Improves speed and reliability of transit vehicles. Reduces greenhouse gases by making walking, biking, and transit more attractive options.						
Purpose and Need						
Project improves safety along corridor with third highest incidence of collisions in Alameda County and improves safety for bicyclists and pedestrians crossing San Pablo Avenue; improves accessibility and comfort including ADA compliance, enhanced lighting, and added amenities for transit riders; and improves speed and reliability of transit vehicles. Reduces greenhouse gases by making walking, biking, and transit more attractive options. Project will also improve connectivity to destinations including transit services, K-12 schools, equity						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	3
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						01/01/22
Circulate Draft Environmental Document			Document Type	CE/CE		10/18/23
Draft Project Report						12/11/23
End Environmental Phase (PA&ED Milestone)						03/18/24
Begin Design (PS&E) Phase						05/30/24
End Design Phase (Ready to List for Advertisement Milestone)						03/18/25
Begin Right of Way Phase						04/16/24
End Right of Way Phase (Right of Way Certification Milestone)						03/17/25
Begin Construction Phase (Contract Award Milestone)						07/29/25
End Construction Phase (Construction Contract Acceptance Milestone)						08/04/26
Begin Closeout Phase						09/06/26
End Closeout Phase (Closeout Report)						12/31/27

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	ALA	123			
Project Title: San Pablo Avenue Safety and Bus Bulbs Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Alameda County Transportation
PS&E									Alameda County Transportation
R/W SUP (CT)									Alameda County Transportation
CON SUP (CT)									Alameda County Transportation
R/W									Alameda County Transportation
CON									Alameda County Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	415							415	
PS&E	2,362							2,362	
R/W SUP (CT)									
CON SUP (CT)									
R/W			110					110	
CON				19,853				19,853	
TOTAL	2,777		110	19,853				22,740	

Fund No. 1:	Federal Disc. - Federal-Other (Committed)								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									Federal Highway Administration	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				10,000				10,000		
TOTAL				10,000				10,000		

Fund No. 2:	State ATP - Active Transportation Program (Committed)								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									California Transportation Commiss	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										Requesting State Only Funds
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				9,000				9,000		
TOTAL				9,000				9,000		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23				
District		EA		Project ID		PPNO		MPO ID		
04										
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
ALA								City of Berkeley		
						MPO		Element		
						MTC		Local Assistance		
Project Manager/Contact				Phone		E-mail Address				
Beth Thomas				510-981-7068		bathomas@cityofberkeley.info				
Project Title										
Washington Elementary and Berkeley High SR2S Project										
Location (Project Limits), Description (Scope of Work)										
Thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue (see Attachment D)										
Component										
Implementing Agency										
PA&ED		City of Berkeley								
PS&E		City of Berkeley								
Right of Way		City of Berkeley								
Construction		City of Berkeley								
Legislative Districts										
Assembly:		15		Senate:		9		Congressional:		13
Project Benefits										
Anticipated project benefits include improved safety outcomes in the project area; higher rates of walking and bicycling; reduced VMT, local GHG emissions, and particulate matter emissions; and improved outcomes for disadvantaged community members in the project area.										
Purpose and Need										
The project will improve bike and pedestrian safety outcomes for Berkeley public school students walking and bicycling to school in direct response to safety concerns that have been documented by the community.										
Category			Outputs				Unit		Total	
Active Transportation			Crosswalk				EA		26	
NHS Improvements		No	Roadway Class		NA	Reversible Lane analysis		No		
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions		Yes		
Project Milestone							Existing		Proposed	
Project Study Report Approved							06/16/22			
Begin Environmental (PA&ED) Phase									11/13/23	
Circulate Draft Environmental Document				Document Type		CE				
Draft Project Report										
End Environmental Phase (PA&ED Milestone)									05/11/24	
Begin Design (PS&E) Phase									10/15/24	
End Design Phase (Ready to List for Advertisement Milestone)									10/10/25	
Begin Right of Way Phase									11/12/25	
End Right of Way Phase (Right of Way Certification Milestone)									11/12/25	
Begin Construction Phase (Contract Award Milestone)									01/13/26	
End Construction Phase (Construction Contract Acceptance Milestone)									04/08/27	
Begin Closeout Phase										
End Closeout Phase (Closeout Report)										

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
ALA				City of Oakland			
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Craig Raphael		510-238-7229		craphael@oaklandca.gov			
Project Title							
Bancroft Avenue Greenway							
Location (Project Limits), Description (Scope of Work)							
Project is in East Oakland on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The multi-use pathway will be constructed on the center median.							
Component							
		Implementing Agency					
PA&ED	City of Oakland						
PS&E	City of Oakland						
Right of Way	City of Oakland						
Construction	City of Oakland						
Legislative Districts							
Assembly:	18		Senate:	9		Congressional:	13
Project Benefits							
Provides a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of all ages to essential places such as schools, parks, food markets and critical services. This project will promote health, improve air quality, and reduce greenhouse gases.							
Purpose and Need							
The project was requested by the community and is needed to for safe access to essential places. The current facilities are unsafe and unattractive for pedestrians and bicyclists.							
Category		Outputs			Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	2	
ADA Improvements		New curb ramp installed			EA	112	
ADA Improvements		New crosswalk			EA	16	
Active Transportation		# Signs, lights, greenway, safety/beautification			Miles	2	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						10/16/23	
Circulate Draft Environmental Document			Document Type	CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						10/10/24	
Begin Design (PS&E) Phase						03/11/25	
End Design Phase (Ready to List for Advertisement Milestone)						04/30/27	
Begin Right of Way Phase						03/11/25	
End Right of Way Phase (Right of Way Certification Milestone)						04/30/27	
Begin Construction Phase (Contract Award Milestone)						06/29/27	
End Construction Phase (Construction Contract Acceptance Milestone)						08/17/29	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	ALA				
Project Title: Bancroft Avenue Greenway					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Oakland
PS&E									City of Oakland
R/W SUP (CT)									City of Oakland
CON SUP (CT)									City of Oakland
R/W									City of Oakland
CON									City of Oakland
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		608						608	
PS&E				5,471				5,471	
R/W SUP (CT)									
CON SUP (CT)									
R/W				633				633	
CON						27,963		27,963	
TOTAL		608		6,104		27,963		34,675	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									California Transportation Commissi	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										Regional MTC 2023 ATP
PS&E				5,446				5,446		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						23,865		23,865		
TOTAL				5,446		23,865		29,311		

Fund No. 2:	Local Funds - Measure KK Funds								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									City of Oakland	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)		608						608		
PS&E				25				25		
R/W SUP (CT)										
CON SUP (CT)										
R/W				633				633		
CON						4,098		4,098		
TOTAL		608		658		4,098		5,364		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
CC				City of Concord			
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Abhishek Parikh		925-671-3139		abhishek.parikh@cityofconcord.org			
Project Title							
Willow Pass Road Bikeway Connection Project							
Location (Project Limits), Description (Scope of Work)							
Near downtown Concord in Contra Costa County on Willow Pass Rd between Parkside Dr and Landana Dr. It also includes a segment on Parkside Dr from Willow Pass Rd to Salvio St.							
Component							
		Implementing Agency					
PA&ED	City of Concord						
PS&E	City of Concord						
Right of Way	City of Concord						
Construction	City of Concord						
Legislative Districts							
Assembly:	14		Senate:	7		Congressional:	11
Project Benefits							
Construction of Class IV cycle track (bi-directional), Class II bicycle lanes, curb extension, RRFB, green conflict markings, and high visibility crosswalks to provide safe routes to multiple schools, Downtown Concord and BART station. The project will fill a critical gap in the bikeway network by connecting a regional trail with a major roadway.							
Purpose and Need							
This project will implement critical bicycle linkages between multiple schools and surrounding neighborhoods and improve pedestrian safety. It will also connect into the planned and funded downtown bicycle network and existing BART station.							
Category		Outputs			Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	7392	
Active Transportation		Crosswalk			EA	200	
Active Transportation		Sidewalk miles			LF	3800	
Active Transportation		Bicycle lane-miles			LF	692	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						09/01/23	
Circulate Draft Environmental Document			Document Type	CE/CE		08/01/24	
Draft Project Report						08/01/24	
End Environmental Phase (PA&ED Milestone)						08/26/24	
Begin Design (PS&E) Phase						11/01/24	
End Design Phase (Ready to List for Advertisement Milestone)						10/27/25	
Begin Right of Way Phase						11/01/25	
End Right of Way Phase (Right of Way Certification Milestone)						11/01/25	
Begin Construction Phase (Contract Award Milestone)						01/01/26	
End Construction Phase (Construction Contract Acceptance Milestone)						10/28/26	
Begin Closeout Phase						11/01/26	
End Closeout Phase (Closeout Report)						11/01/27	

PROJECT PROGRAMMING REQUEST

Additional Information

The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Over seventy-five percent of students at Mt. Diablo High, Olympic Continuation High, and Wren Avenue Elementary qualify for Free or Reduced Price Meals. Both schools enroll students from the low-income census tract encompassing downtown Concord (0601332800).

Willow Pass Road is a regional connector that connects Downtown Concord to State Highway 4. It has high vehicle speeds (posted speed of 35 mph) and traffic volumes (over 20,000 ADT), along with five percent truck traffic. Existing bicycle routes connecting the schools to neighborhoods are discontinuous and are insufficient for the conditions. The roadway is served by three local bus routes that connects Downtown Concord and the regional train station. Contra Costa Canal Trail presently terminates at Willow Pass Road near Sixth Street leaving trail users stranded on a dangerous road with multiple lanes of traffic and no bicycle facilities.

The project will construct a protected Class IV cycle track along Willow Pass Road from Parkside Drive to Landana Drive and Class II bicycle lanes on Parkside Drive from Willow Pass Road to Salvio Street. Additionally, the project will install RRFBs and green conflict markings at a key intersection. It further fills a gap in the bicycle network that connects with planned and funded Downtown corridor improvements and ultimately provides a bikeway connection from the neighborhoods along the Willow Pass Road to the BART station.

The project further connects to several ongoing projects that are improving bicycle and pedestrian facilities in the downtown, allowing residents and students to access key downtown destinations and routes leading to the BART station. A portion of this project is also a part of the Safe Routes to Transit Program (SR2T). This project will create an "all ages and abilities" network enabling children and families to safely and confidently walk and bicycle to school.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO	
04	CC					
Project Title: Willow Pass Road Bikeway Connection Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									City of Concord	
PS&E									City of Concord	
R/W SUP (CT)									City of Concord	
CON SUP (CT)									City of Concord	
R/W									City of Concord	
CON									City of Concord	
TOTAL										
Proposed Total Project Cost (\$1,000s)									Notes	
E&P (PA&ED)			80					80		
PS&E				400				400		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					3,592			3,592		
TOTAL			80	400	3,592			4,072		

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									California Transportation Commissi	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)			72					72		Regional MTC 2023 ATP
PS&E				360				360		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					2,403			2,403		
TOTAL			72	360	2,403			2,835		

Fund No. 2:	Local Funds								Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)									City of Concord	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)			8					8		
PS&E				40				40		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON					359			359		
TOTAL			8	40	359			407		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23				
District		EA		Project ID		PPNO		MPO ID		
04										
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
CC								City of San Pablo		
						MPO		Element		
						MTC		Local Assistance		
Project Manager/Contact			Phone			E-mail Address				
Sarah Kolanik			510-215-3068			sarahk@sanpabloca.gov				
Project Title										
Broadway-El Portal Safe Routes Project, City of San Pablo										
Location (Project Limits), Description (Scope of Work)										
Broadway Avenue (11th St to San Pablo Ave) and El Portal Drive (San Pablo Ave to I-80 soundwall). Various locations between Broadway-El Portal and Bayview ES, Lake ES and Helms MS.										
Component										
Implementing Agency										
PA&ED		City of San Pablo								
PS&E		City of San Pablo								
Right of Way		City of San Pablo								
Construction		City of San Pablo								
Legislative Districts										
Assembly:		15		Senate:		9		Congressional:		11
Project Benefits										
The Broadway-El Portal Safe Routes (BESR) Project will construct a 1.25-mile, separated and protected, 2-way bicycle "cycletrack," and Safe Routes to School (SR2S) improvements between this cycletrack and Lake Elementary, Bayview Elementary and Helms Middle School.										
Purpose and Need										
Broadway Avenue and El Portal Drive lack bicycle facilities and pose many safety concerns for pedestrians and other vulnerable users who cross these arterials. The City of San Pablo does not have a dedicated SR2S program, and has historically only received age-specific programming from CCHS at a select number of San Pablo schools based on secured grant funding.										
Category			Outputs				Unit	Total		
Active Transportation			Bicycle lane-miles				Miles	2.5		
Active Transportation			Crosswalk				EA	61		
ADA Improvements			New curb ramp installed				EA	36		
Active Transportation							EA	3		
NHS Improvements		No	Roadway Class		NA	Reversible Lane analysis		No		
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions		Yes		
Project Milestone							Existing	Proposed		
Project Study Report Approved										
Begin Environmental (PA&ED) Phase								12/04/23		
Circulate Draft Environmental Document				Document Type		CE				
Draft Project Report										
End Environmental Phase (PA&ED Milestone)								06/01/24		
Begin Design (PS&E) Phase								12/02/24		
End Design Phase (Ready to List for Advertisement Milestone)								05/26/26		
Begin Right of Way Phase								12/02/24		
End Right of Way Phase (Right of Way Certification Milestone)								05/31/25		
Begin Construction Phase (Contract Award Milestone)								12/01/26		
End Construction Phase (Construction Contract Acceptance Milestone)								02/24/28		
Begin Closeout Phase										
End Closeout Phase (Closeout Report)										

PROJECT PROGRAMMING REQUEST

Additional Information

Additional pedestrian and transit improvements included in the BESR project are bus boarding islands—to facilitate safe transit usage that is safely integrated with the cycletrack—and an enhanced bicycle connection to an unincorporated neighborhood in Contra Costa County.

The City is partnering with Contra Costa Health Services (CCHS) to provide comprehensive SR2S programming (addressing engagement, encouragement, education, and evaluation) within these schools and community-wide. Community engagement activities will include training SR2S Community Liaisons, media messaging, and participation in community events to inform and build excitement among residents about the planned infrastructure. Education programming will include in-classroom bicycle and pedestrian safety education, school assemblies, bicycle rodeos, and a bilingual motorist safety education campaign.

Encouragement activities will include creating walking school buses and bike trains, sidewalk art projects, walk and bike student leadership development, Walk and Roll to School Days, and more. The BESR non-infrastructure (NI) programming will have evaluation mechanisms in place to refine the programming implementation and contribute to long-term sustainability.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	CC				
Project Title: Broadway-El Portal Safe Routes Project, City of San Pablo					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Pablo
PS&E									City of San Pablo
R/W SUP (CT)									City of San Pablo
CON SUP (CT)									City of San Pablo
R/W									City of San Pablo
CON									City of San Pablo
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			12					12	
PS&E				1,495				1,495	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						7,636		7,636	
TOTAL			12	1,495		7,636		9,143	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			12					12	
PS&E				1,295				1,295	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						5,941		5,941	
TOTAL			12	1,295		5,941		7,248	

Fund No. 2:	Local Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Pablo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				200				200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,671		1,671	
TOTAL				200		1,671		1,871	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
MRN					Town of Corte Madera		
					MPO	Element	
					MTC	Local Assistance	
Project Manager/Contact			Phone		E-mail Address		
R.J. Suokko			628-258-0294		rjsuokko@tcmmail.org		
Project Title							
Central Marin Regional Pathways Gap Closure Project							
Location (Project Limits), Description (Scope of Work)							
Corte Madera, CA (with one intersection in Larkspur, CA) west of US 101 along Nellen Avenue and Wornum Drive. Project is approximately 0.5 miles in length.							
Component							
Implementing Agency							
PA&ED		Town of Corte Madera					
PS&E		Town of Corte Madera					
Right of Way		Town of Corte Madera					
Construction		Town of Corte Madera					
Legislative Districts							
Assembly:	10		Senate:	2		Congressional:	2
Project Benefits							
This project: - Closes a critical gap in Central Marin that connects five regional pathways that provide key north-south and east-west connections for active transportation users; these major pathways are already highly utilized, but current conditions at their convergence leave users navigating							
Purpose and Need							
The project will address a major gap in Marin County's active transportation network by constructing bicycle and pedestrian infrastructure at a critical junction between five major regional pathways. This network provides access to seven local public schools, regional and local public transit, jobs, medical facilities and shopping. The project site is located in the SR2S route maps for six nearby schools.							
Category		Outputs			Unit	Total	
Active Transportation		Bicycle lane-miles			LF	950	
ADA Improvements		New curb ramp installed			EA	3	
Active Transportation		Crossing island			EA	1	
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	850	
NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions	Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						09/03/18	
Circulate Draft Environmental Document				Document Type	EIR	04/16/19	
Draft Project Report						04/26/19	
End Environmental Phase (PA&ED Milestone)						05/01/19	
Begin Design (PS&E) Phase						05/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						12/21/21	
Begin Right of Way Phase						07/18/22	
End Right of Way Phase (Right of Way Certification Milestone)						04/14/23	
Begin Construction Phase (Contract Award Milestone)						02/12/24	
End Construction Phase (Construction Contract Acceptance Milestone)						08/10/24	
Begin Closeout Phase						12/08/25	
End Closeout Phase (Closeout Report)						11/13/26	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
MRN					City of San Rafael		
					MPO	Element	
					MTC	Local Assistance	
Project Manager/Contact			Phone		E-mail Address		
Bill Guerin			415-485-3110		bill.guerin@cityofsanrafael.org		
Project Title							
San Rafael Canal Crossing Project							
Location (Project Limits), Description (Scope of Work)							
In San Rafael between Canal Street and Third Street.							
The project would result in the construction of a new non-motorized crossing of the San Rafael Creek between Canal Street and Third Street in San Rafael, CA.							
Component							
Implementing Agency							
PA&ED	City of San Rafael						
PS&E	City of San Rafael						
Right of Way	City of San Rafael						
Construction	City of San Rafael						
Legislative Districts							
Assembly:	10		Senate:	2		Congressional:	2
Project Benefits							
See pg. 2							
Purpose and Need							
The City of San Rafael's highest priority project, and the one most frequently requested by residents of San Rafael's Canal neighborhood, is a safe, direct pedestrian and bicycle connection between the Canal neighborhood and multiple destinations to the north and west of the San Rafael Canal. A pedestrian/bicycle bridge crossing the San Rafael Canal has been envisioned for nearly 20 years and has been documented in multiple planning efforts, including the San Rafael Bicycle and Pedestrian Master Plan and the City's General Plan and a							
Category			Outputs			Unit	Total
Bridge / Tunnel			New bridges/tunnels			SQFT	4000
Active Transportation			Pedestrian/Bicycle facilities miles constructed			Miles	0.4
NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions		Yes
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							03/04/24
Circulate Draft Environmental Document				Document Type	EIR/EIS		11/20/26
Draft Project Report							12/18/26
End Environmental Phase (PA&ED Milestone)							12/19/26
Begin Design (PS&E) Phase							04/05/27
End Design Phase (Ready to List for Advertisement Milestone)							05/29/28
Begin Right of Way Phase							03/06/28
End Right of Way Phase (Right of Way Certification Milestone)							02/24/30
Begin Construction Phase (Contract Award Milestone)							02/03/31
End Construction Phase (Construction Contract Acceptance Milestone)							04/28/32
Begin Closeout Phase							06/14/32
End Closeout Phase (Closeout Report)							04/15/33

PROJECT PROGRAMMING REQUEST

Additional Information

The project would benefit the Canal neighborhood, a disadvantaged community, and many residential communities in eastern San Rafael by:

- Providing a low-stress transportation option for residents to meet their daily needs in communities north of the San Rafael Creek;
- Shortening the distance between the Canal neighborhood and San Rafael High School and environs, including the Montecito Shopping Center, by approximately 0.8 miles or 16 minutes walking time.

Additional benefits include:

- Promoting healthy transportation as the most convenient option for many trips;
- Enabling direct access for residents for many vital services without circuitous travel via Francisco Boulevard East and Grand Avenue, characterized as a "High Injury Corridor" by a Systemic Safety Analysis Report;
- Promoting green commute options for students who travel between the Canal neighborhood and San Pedro Elementary and San Rafael High Schools, located north of the San Rafael Canal
- Providing equitable transportation options for an underserved low-income community; and
- Proving greater access for many San Rafael residents to and from regional active transportation pathways such as the San Francisco Bay Trail and the Cal Park Hill Pathway, providing non-motorized links to the Richmond-San Rafael Bridge, the Larkspur Ferry, two SMART stations and many destinations in central and southern Marin County.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	MRN				
Project Title: San Rafael Canal Crossing Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Rafael
PS&E									City of San Rafael
R/W SUP (CT)									City of San Rafael
CON SUP (CT)									City of San Rafael
R/W									City of San Rafael
CON									City of San Rafael
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			1,575					1,575	
PS&E						2,350		2,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W							1,100	1,100	
CON							18,500	18,500	
TOTAL			1,575			2,350	19,600	23,525	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)			1,575					1,575	
PS&E						2,350		2,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,575			2,350		3,925	

Fund No. 2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W							1,100	1,100	
CON							18,500	18,500	
TOTAL							19,600	19,600	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23				
District		EA		Project ID		PPNO		MPO ID		
04										
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
MRN								City of San Rafael		
						MPO		Element		
						MTC		Local Assistance		
Project Manager/Contact				Phone		E-mail Address				
April Miller				415-485-3409		april.miller@cityofsanrafael.org				
Project Title										
Canal Neighborhood Active Transportation Enhancements Project										
Location (Project Limits), Description (Scope of Work)										
In San Rafael, in the Canal neighborhood (bounded by I-580, Highway-101, Bellam Boulevard, and the San Rafael Creek), construct 10 ADA-compliant curb ramps, upgrade 6 curb ramps to meet ADA requirements, complete sidewalk infill on 10 streets, improve 6 transit stops , implement bicycle boulevard treatments on 3 streets, improve lighting on 10 streets and 3 pathways, enhance 4 uncontrolled crosswalks, and add secure parking for 10 bicycles. See Additional Information section for detailed locations.										
Component										
Implementing Agency										
PA&ED		City of San Rafael								
PS&E		City of San Rafael								
Right of Way		City of San Rafael								
Construction		City of San Rafael								
Legislative Districts										
Assembly:		10		Senate:		2		Congressional:		2
Project Benefits										
See pg. 2										
Purpose and Need										
Category			Outputs				Unit	Total		
Active Transportation			Sidewalk miles				Miles	5.6		
Active Transportation			# Signs, lights, greenway, safety/beautification				EA	20		
ADA Improvements			Repair/upgrade curb ramp				EA	6		
ADA Improvements			New curb ramp installed				EA	10		
NHS Improvements		No	Roadway Class		NA	Reversible Lane analysis		No		
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions		Yes		
Project Milestone							Existing	Proposed		
Project Study Report Approved										
Begin Environmental (PA&ED) Phase								10/01/23		
Circulate Draft Environmental Document				Document Type		ND		09/13/24		
Draft Project Report								09/20/24		
End Environmental Phase (PA&ED Milestone)								09/25/24		
Begin Design (PS&E) Phase								02/01/25		
End Design Phase (Ready to List for Advertisement Milestone)								01/27/26		
Begin Right of Way Phase								10/01/23		
End Right of Way Phase (Right of Way Certification Milestone)								10/01/23		
Begin Construction Phase (Contract Award Milestone)								06/01/26		
End Construction Phase (Construction Contract Acceptance Milestone)								05/27/27		
Begin Closeout Phase								07/26/27		
End Closeout Phase (Closeout Report)								06/28/28		

PROJECT PROGRAMMING REQUEST

Additional Information

The project would provide improvements to the bicycle, pedestrian, and transit networks in San Rafael's Canal neighborhood, a high-density neighborhood in which residents are highly reliant on active transportation. The project would benefit the Canal neighborhood, a disadvantaged community, by:

- Providing low-stress transportation options for residents to meet their daily needs in the Canal;
- Promoting healthy transportation as the most convenient option for many trips;
- Connecting to the proposed Canal Crossing, enabling direct access for residents for many vital services without circuitous travel via Francisco Boulevard East and Grand Avenue, characterized as “High Injury Corridors” by a Systemic Safety Analysis Report;
- Promoting green commute options for students who travel to Bahia Vista Elementary School within the neighborhood as well as those traveling to schools outside the Canal, such as Davidson Middle School and San Rafael High School;
- Providing equitable transportation options for an underserved low-income community;
- Proving greater access for many San Rafael residents to and from regional active transportation pathways such as the San Francisco Bay Trail; and
- Increasing mobility for seniors and the disabled by filling critical gaps in the neighborhood's active transportation network.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	MRN				
Project Title: Canal Neighborhood Active Transportation Enhancements Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Rafael
PS&E									City of San Rafael
R/W SUP (CT)									City of San Rafael
CON SUP (CT)									City of San Rafael
R/W									City of San Rafael
CON									City of San Rafael
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			197					197	
PS&E				788				788	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						4,169		4,169	
TOTAL			197	788		4,169		5,154	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			158					158	Regional MTC 2023 ATP
PS&E				630				630	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						3,335		3,335	
TOTAL			158	630		3,335		4,123	

Fund No. 2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Rafael
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			39					39	
PS&E				158				158	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						834		834	
TOTAL			39	158		834		1,031	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SM				San Mateo County			
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Johnson Young		650-599-1416		jjyoung@smcgov.org			
Project Title							
Santa Cruz Ave/Alameda de las Pulgas Complete Street Project							
Location (Project Limits), Description (Scope of Work)							
The Santa Cruz Avenue/Alameda de las Pulgas (SC/ADLP) corridor is part of a larger road network spanning two counties that runs over 15 miles, connecting numerous communities on the San Francisco Peninsula. The project is located in unincorporated West Menlo Park and is a gateway to Stanford University. The project will implement a road diet to provide enough space for sidewalks and bike lanes, new raised medians, and safety islands. The reduced number and widths of travel lanes will result in traffic calming, reducing vehicle speeds, and increasing safety for bikes and peds. The project will install new sidewalks in many locations where only footpaths exist and widen existing sidewalks to 5' (minimum). Cyclist and pedestrian safety will be increased by enhanced crossings and bulbouts, bicycle detection at signalized side-streets, and bike turn boxes.							
Component		Implementing Agency					
PA&ED		San Mateo County					
PS&E		San Mateo County					
Right of Way		San Mateo County					
Construction		San Mateo County					
Legislative Districts							
Assembly:	13		Senate:	24		Congressional:	18
Project Benefits							
The Project Site is a main thoroughfare for tens of thousands of people within and traveling through West Menlo Park, and provides access to vital services. This project will dramatically increase connectivity and increase active transportation within West Menlo Park and the surrounding cities. Las Lomitas and Oak Knoll Elementary, and La Entrada Middle Schools are within a one mile radius of the corridor.							
Purpose and Need							
The SCA/ADLP Complete Street project will reduce the number of vehicular travel lanes on a high-stress corridor to slow vehicle speeds while increasing the comfort, safety, and ridership for bicyclists. The curb extensions, sidewalks, shortened crosswalks, and rectangular rapid flashing beacons will slow traffic on this busy corridor and increase visibility of pedestrians of all ages as they cross the streets.							
Category		Outputs			Unit	Total	
Active Transportation		Bicycle lane-miles			Miles	1.26	
Active Transportation		Sidewalk miles			Miles	1.75	
Active Transportation		Crosswalk			EA	21	
ADA Improvements		New curb ramp installed			EA	19	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved					10/20/20		
Begin Environmental (PA&ED) Phase						09/09/21	
Circulate Draft Environmental Document			Document Type	CE		06/27/22	
Draft Project Report						08/01/22	
End Environmental Phase (PA&ED Milestone)						09/04/22	
Begin Design (PS&E) Phase						11/01/21	
End Design Phase (Ready to List for Advertisement Milestone)						09/27/22	
Begin Right of Way Phase						07/05/22	
End Right of Way Phase (Right of Way Certification Milestone)						11/02/22	
Begin Construction Phase (Contract Award Milestone)						09/04/23	
End Construction Phase (Construction Contract Acceptance Milestone)						10/28/24	
Begin Closeout Phase						11/04/24	
End Closeout Phase (Closeout Report)						04/18/25	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23				
District		EA		Project ID		PPNO		MPO ID		
04										
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
SCL								City of San Jose		
						MPO		Element		
						MTC		Local Assistance		
Project Manager/Contact				Phone		E-mail Address				
Devin Gianchandani				408-975-3254		devin.gianchandani@sanjoseca.gov				
Project Title										
Story-Keyes Bikeway Project										
Location (Project Limits), Description (Scope of Work)										
Along Keyes Street and Story Road, between 3rd Street and King Road, in Central and East San Jose										
Component										
Implementing Agency										
PA&ED		City of San Jose								
PS&E		City of San Jose								
Right of Way		City of San Jose								
Construction		City of San Jose								
Legislative Districts										
Assembly:		25		Senate:		15		Congressional:		19
Project Benefits										
Improvements along the 2.25-mile corridor will include a range of elements such as raised Class IV bikeways, high visibility crosswalks, protected intersections, curb extensions, bike boxes, two-stage turn boxes, and where feasible bus boarding islands.										
Purpose and Need										
Story-Keyes is one of the few east-west bike, pedestrian, and transit connections in the area. The nearest alternative east-west corridor (neither of which is an "All Ages and Abilities" bikeway or walkable route) require a roundtrip detour of either 3 miles to Tully Road to the south or 2 miles to San Antonio Road to the north.										
Category			Outputs				Unit		Total	
Active Transportation			# Signs, lights, greenway, safety/beautification				Miles		2.87	
ADA Improvements			New curb ramp installed				EA		1	
Operational Improvements			Intersection / Signal improvements				EA		1	
ADA Improvements			Repair/upgrade curb ramp				EA		12	
NHS Improvements		Yes	Roadway Class		1	Reversible Lane analysis		No		
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions		Yes		
Project Milestone							Existing		Proposed	
Project Study Report Approved										
Begin Environmental (PA&ED) Phase									03/31/24	
Circulate Draft Environmental Document				Document Type		ND/CE				
Draft Project Report										
End Environmental Phase (PA&ED Milestone)									03/26/25	
Begin Design (PS&E) Phase									07/01/25	
End Design Phase (Ready to List for Advertisement Milestone)									06/21/27	
Begin Right of Way Phase									06/21/27	
End Right of Way Phase (Right of Way Certification Milestone)									06/21/27	
Begin Construction Phase (Contract Award Milestone)									09/30/28	
End Construction Phase (Construction Contract Acceptance Milestone)									12/23/29	
Begin Closeout Phase										
End Closeout Phase (Closeout Report)										

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	SCL				
Project Title: Story-Keyes Bikeway Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Jose
PS&E									City of San Jose
R/W SUP (CT)									City of San Jose
CON SUP (CT)									City of San Jose
R/W									City of San Jose
CON									City of San Jose
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			609					609	
PS&E				5,480				5,480	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						35,009		35,009	
TOTAL			609	5,480		35,009		41,098	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional MTC 2023 ATP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						3,656		3,656	
TOTAL						3,656		3,656	

Fund No. 2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of San Jose
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			69					69	
PS&E				628				628	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						4,015		4,015	
TOTAL			69	628		4,015		4,712	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/9/23	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SON				City of Healdsburg			
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Ben Kageyama		707-431-3346		bkageyama@healdsburg.gov			
Project Title							
Healdsburg Avenue Complete Streets Project							
Location (Project Limits), Description (Scope of Work)							
Healdsburg Avenue between Powell Avenue and the Foss Creek bridge 1/4 mile south of Passalacqua Road, having a total project length of 1-1/2 mile. Construction to implement a road diet with the addition of bicycle, pedestrian and transit improvements.							
Component							
		Implementing Agency					
PA&ED	City of Healdsburg						
PS&E	City of Healdsburg						
Right of Way	City of Healdsburg						
Construction	City of Healdsburg						
Legislative Districts							
Assembly:	2		Senate:	2		Congressional:	2
Project Benefits							
The project will lead to increased walking and bicycling by: adding Class IV cycle tracks, continuous sidewalks, safety enhanced crosswalks w/ bulbouts and pedestrian refuge islands, and new bus stops. Implementing a road diet will lower traffic speeds, increase safety, and reduce injuries. The project will reduce greenhouse gases, improve public health, and especially benefit the nearby disadvantaged community.							
Purpose and Need							
While Healdsburg is a small and compact city, the primary arterial street, Healdsburg Avenue is severely underutilized for walking & bicycling due to the fast moving traffic, lack of bicycle lanes, sidewalk gaps, and lack of landscaped buffers or street trees. This situation has led to a dependence on driving even for the shortest trips, particularly burdening students, disadvantaged community residents, and seniors.							
Category		Outputs			Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	1.5	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						07/01/22	
Circulate Draft Environmental Document			Document Type	CE/CE		01/01/23	
Draft Project Report						03/01/23	
End Environmental Phase (PA&ED Milestone)						04/27/23	
Begin Design (PS&E) Phase						06/01/23	
End Design Phase (Ready to List for Advertisement Milestone)						03/27/24	
Begin Right of Way Phase						11/01/23	
End Right of Way Phase (Right of Way Certification Milestone)						03/30/24	
Begin Construction Phase (Contract Award Milestone)						03/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)						08/18/27	
Begin Closeout Phase						08/19/27	
End Closeout Phase (Closeout Report)						08/19/28	

PROJECT PROGRAMMING REQUEST

Additional Information

The project will provide Class IV bikeways (where no bike lanes previously exist) along with other active transportation improvements including new crosswalks, sidewalk, transit, and traffic calming improvements (road diet). These improvements will increase bicycling, walking and transit use, all of which serve to reduce the use and reliance of motor vehicles and the generation of greenhouse gases. Estimated quantity of greenhouse gas reduction to be determined.

The project supports Sustainable Communities Strategy goals for reducing greenhouse gases, and for benefits to local affordable housing developments/equitable communities.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/9/23

District	County	Route	EA	Project ID	PPNO
04	SON				
Project Title: Healdsburg Avenue Complete Streets Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Healdsburg
PS&E									City of Healdsburg
R/W SUP (CT)									City of Healdsburg
CON SUP (CT)									City of Healdsburg
R/W									City of Healdsburg
CON									City of Healdsburg
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	220	227						447	
PS&E		500						500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		50						50	
CON				13,777				13,777	
TOTAL	220	777		13,777				14,774	

Fund No. 1:	ATP - Active Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				11,819				11,819	
TOTAL				11,819				11,819	

Fund No. 2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Healdsburg
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	220	90						310	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		50						50	
CON				1,958				1,958	
TOTAL	220	140		1,958				2,318	

