**Metropolitan Transportation Commission**

**Cycle 3 Regional Competitive Active Transportation Program (ATP)**

**Supplemental Project Application**

**Call for Projects: April 15, 2016**

**SUPPLEMENTAL QUESTIONS**

In addition to the Statewide ATP Application Form, applicants interested in applying for regional competitive ATP funds must include answers to these supplemental questions. Additional information on the MTC regional competitive ATP and application materials is available at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>.

**PROJECT INFORMATION**

|  |  |  |  |
| --- | --- | --- | --- |
| Applicant Agency: |  |  |  |
| Project Title: |  |  |  |
| ATP $ Requested: |  |  |  |

Applied for State ATP? Y/N

Same scope/cost as State App.? Y/N

If you answered “No” to the above question, please explain (below or on separate page).

**SCREENING CRITERIA**

1. **BENEFIT TO REGION’S COMMUNITIES OF CONCERN**

The MTC region has adopted a measure to define Disadvantaged Communities known as “Communities of Concern”. An online map is available at <http://arcg.is/1LYEqSm>. Refer to pages 5-6 of the Regional Competitive Cycle 3 ATP Guidelines (MTC Resolution No. 4218), Attachment A for more information (see <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>).

Benefit to region’s Communities of Concern (this question will be used for screening criteria only to determine if the region meets the state 25% programming goal for projects that benefit disadvantaged communities):

* 1. Does the project significantly benefit a Community of Concern? Y/N
  2. If yes, describe benefit to a Community of Concern, including map showing proximity to COC (below or on separate page).

1. **LOCAL MATCH REQUIREMENT**

The local match requirement for the regional ATP is 11.47%, which differs from the Statewide ATP. However, no local match is required for projects benefiting a Community of Concern, 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.

* 1. Does the project request the 11.47% match requirement be waived? Y/N

If yes, under what category (1-4) are the match requirements waived: \_\_\_\_\_\_

1. Project benefits a disadvantaged community/ Community of Concern

2. Project is a stand-alone non-infrastructure project

3. Project is a Safe Routes to School project

4. Project’s pre-construction phases are funded by non-federal and non-ATP funds. If 4, indicate which pre-construction phases are funded by non-federal and non-ATP funds:

|  |  |  |
| --- | --- | --- |
| **Project Phase** | **Amount** | **Fund Source** |
| PE Phase (includes PA&ED and PS&E) | $ |  |
| Right of Way Phase (includes support) | $ |  |

Note: specific breakdown into four phases (PA&ED/environmental, PS&E/final design, ROW (capital and support), and Construction (capital and support) must be detailed by year and fund source in the Project Programming Request (PPR) form (as part of the ATP application).

1. **PROGRAMMING AND DELIVERABILITY**

The ATP is primarily a federally-funded program with limited state-only funds; therefore, project sponsors should expect ATP projects to be federalized. State-only funding will be prioritized for projects requesting $1 million or less, or that have valid justification. Additionally, all projects selected for Regional Competitive Cycle 3 ATP funds must comply with MTC Resolution No. 3606 Regional Delivery Deadlines and Policies (see <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>). Note that projects deemed undeliverable within the timeframe of ATP Cycle 2 will receive a five-point penalty (see item 8, “Other Evaluation Factors”).

1. Indicate the type of ATP funding requested.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| 100% Federal |  |  | 100% State-Only\* |  |  | Combined Federal/State |  |

\*If unable or requesting not to use federal funds, explain why (on separate page).

1. Can the project meet the prescribed obligation deadlines below?

Funds programmed in FY 2019-20: Obligation\* by 1/31/2020. Y/N

Funds programmed in FY 2020-21: Obligation\* by 1/31/2021. Y/N

\* Obligation is the federal authorization to proceed/E-76 approval

**REGIONAL EVALUATION CRITERIA (to be scored in addition to State Criteria)**

1. **COMMUNITY-BASED TRANSPORTATION PLANS (CBTPs)** (0 to 10 points)

MTC has elected to change the statewide application’s scoring point value for Disadvantaged

Communities, assigning the value to 60% of the statewide scoring value. The remaining 40% of the statewide scoring value will be awarded for projects identified in an approved Community-Based

Transportation Plan (CBTP). Refer to page 6 of the Regional Competitive Cycle 3 ATP Guidelines, Attachment A for more information (see <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>). More than 30 lower-income communities in all nine Bay Area counties have developed CBTPs (see <http://mtc.ca.gov/our-work/plans-projects/other-plans/community-based-transportation-plans>). To get CBTP points, the project must still be located in or benefit a Community of Concern under the current definition as of January 2016.

CBTP consistency:

* 1. Is the project identified in a completed CBTP? Y/N
  2. If yes, include a map showing proximity to CBTP study area (on separate page).

1. **CONSISTENCY WITH REGIONAL PRIORITIES AND PLANNING EFFORTS** (0 to 5 points)

Applicants shall describe the project’s consistency with previously-approved regional priorities, and how the project meets Plan Bay Area’s objective to meet SB 375 commitments. Points will be awarded for the degree of the proposed project’s consistency with regional priorities. Refer to page 8 of the Regional Competitive Cycle 3 ATP Guidelines, Attachment A, for examples (see <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>).

* 1. Describe how the project is consistent with regional priorities or helps the region to achieve regional priorities (on separate page).

Projects will be evaluated on the following:

* *Projects that substantially meet regional priorities: 5 points*
* *Projects that moderately meet regional priorities: 3-4 points*
* *Projects that minimally meet regional priorities: 1-2 points*
* *Projects that do not meet regional priorities: 0 points*

1. **COMPLETION OF APPROVED ENVIRONMENTAL DOCUMENT** (0 or 3 points)

Applications that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Refer to page 8 of the Regional Competitive Cycle 3 ATP Guidelines, Attachment A, for acceptable forms of evidence (see <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>).

* 1. Is the project a stand-alone non-infrastructure project or planning project? Y/N
     1. If yes, skip to question 6; full points will be awarded.
  2. Is the project environmentally cleared? Y/N
  3. If yes, provide evidence and fill out documentation type (CE, ND, EIR, EIS, etc.) and approval/adoption date in the table below.

|  |  |  |
| --- | --- | --- |
|  | **Documentation Type** | **Approval Date** |
| State CEQA Document |  |  |
| Federal NEPA Document |  |  |

1. **CONSISTENCY WITH OBAG 2 COMPLETE STREETS POLICY** (0 or 2 points)

Additional points will be awarded for projects located in jurisdictions that meet the One Bay Area Grant (OBAG) 2 Complete Streets Policy by June 15, 2016. For further information regarding MTC’s OBAG 2 Complete Streets Policy and compliance status by jurisdiction, refer to the OBAG 2 website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

* 1. Do all jurisdictions in which the project is located meet the OBAG 2 Complete Streets Policy (or will they by 6/15/16)? Please indicate in the table below:

|  |  |
| --- | --- |
| Jurisdiction | Meets OBAG 2 Complete Streets Policy (Y/N)? |
|  |  |
|  |  |
|  |  |

1. **OTHER EVALUATION FACTORS** (0 or -2 or -5 points)

Note that the Congestion Management Agencies will determine consistency of the project with adopted countywide transportation plans, goals, or other plans. Projects deemed inconsistent with these plans and/or goals will receive a two-point penalty. Additionally, projects that the evaluation committee deems undeliverable within the timeframe of ATP Cycle 3 will receive a five-point penalty. Refer to page 9 of the Regional Competitive Cycle 3 ATP Guidelines, Attachment A, for additional information regarding these other evaluation factors (see <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>).