**Metropolitan Transportation Commission**

**Cycle 5 Regional Competitive Active Transportation Program (ATP)**

**Supplemental Project Application**

**Call for Projects: March 26, 2020**

**SUPPLEMENTAL QUESTIONS**

In addition to the Statewide ATP Application Form, applicants applying for regional competitive ATP funds must include answers to these supplemental questions. All applications considered by MTC must also have been submitted through the statewide competitive program using the electronic application. All application materials, in the form of ~~3 hard copies and~~ 1 electronic copy must be received electronically by MTC ~~or postmarked~~ no later than September 15, 2020 (unless subsequently revised) to be considered. Electronic copies ~~may~~ must be submitted through MTC’s ATP file upload portal at: <https://bayareametro.github.io/ATP5/>. Additional information on the MTC regional competitive ATP and application materials is available at: <http://mtc.ca.gov/atp>.

**PROJECT INFORMATION**

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

**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 <https://arcg.is/15Kqya>. Refer to page 5 of the Regional Competitive Cycle 5 ATP Guidelines (MTC Resolution No. 4403), Attachment A for more information (see <http://mtc.ca.gov/atp>).

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

|  |  |  |
| --- | --- | --- |
| a. Does the project significantly benefit a Community of Concern? | Y/N |  |

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, or 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.

|  |  |  |
| --- | --- | --- |
| a. 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**

ATP projects must be federal-aid eligible, while project requests $1 million and under will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability. Additionally, all projects selected for Regional Competitive Cycle 5 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 5 will receive a five-point penalty (see “Additional Project Evaluation Criteria”).

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 2021-22: Obligation\* by 1/31/2022 | Y/N |  |
| Funds programmed in FY 2022-23: Obligation\* by 1/31/2023 | Y/N |  |
| Funds programmed in FY 2023-24: Obligation\* by 1/31/2024 | Y/N |  |
| Funds programmed in FY 2024-25: Obligation\* by 1/31/2025 | Y/N |  |

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

1. **CONSISTENCY WITH OBAG 2 LOCAL LAND-USE LINKAGES**

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 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive ATP funding.

Project sponsors must also meet the OBAG Complete Streets Policy by September 15, 2020 or the revised application due date, whichever is later. For more 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. MTC Staff will review the OBAG 2 Local Land Use Linkage records to ensure all jurisdictions in which the project is located meet the OBAG 2 Housing Element and Complete Streets Policies.
1. **TRANSIT AGENCY COORDINATION REQUIREMENT**

Applicants must demonstrate coordination with affected transit operators. Projects that do not impact transit operations should indicate “no-impact.” Otherwise, an application may be disqualified based on lack of coordination with affected transit operators.

|  |  |  |
| --- | --- | --- |
| a. Does the project impact local transit operations? | Y/N |  |

 b. If yes, provide a letter of support or discussion demonstrating coordination with the affected transit operators.

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

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. Twenty percent of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP) or similar, and the remaining 20% to projects within a jurisdiction with a Vision Zero or Bike and Pedestrian Safety Policy or Plan in Question 7. Refer to page 6 of the Regional Competitive Cycle 5 ATP Guidelines, Attachment A for more information (see <http://mtc.ca.gov/atp>).

1. **COMMUNITY-BASED TRANSPORTATION PLANS** (0 to 2 points)

To receive CBTP points, the project must be located in or benefit a Community of Concern under the current definition as of September 15, 2020 or the revised application due date, whichever is later.

CBTP consistency:

|  |  |  |
| --- | --- | --- |
| a. Is the project identified in a completed CBTP? | Y/N |  |

 b. If yes, include a map showing proximity to CBTP study area (on separate page).

1. **VISION ZERO OR BIKE & PEDESTRIAN SAFETY POLICY OR PLAN** (0 to 2 points)

To receive Vision Zero points, the project must be located in a jurisdiction (cities and counties) with a formally adopted Vision Zero, Bike and Pedestrian Safety Policy, or Local Road Safety Plan as of September 15, 2020 or the revised application due date, whichever is later.

Vision Zero Policy:

|  |  |  |
| --- | --- | --- |
| a. Is the project identified in a jurisdiction(s) with a formally adopted Vision Zero or Bike Pedestrian Safety Policy? | Y/N |  |

 If yes, include documentation showing adoption.

1. **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 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 and will be evaluated by MTC staff. Refer to page 9 of the Regional Competitive Cycle 5 ATP Guidelines, Attachment A, for examples (see <http://mtc.ca.gov/atp>).

* 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: 6-7 points*
* *Projects that moderately meet regional priorities: 3-5 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 9 of the Regional Competitive Cycle 5 ATP Guidelines, Attachment A, for acceptable forms of evidence (see <http://mtc.ca.gov/atp>).

|  |  |  |
| --- | --- | --- |
| a. Is the project a stand-alone non-infrastructure project or planning project? | Y/N |  |

* + 1. If yes, full points will be awarded.

|  |  |  |
| --- | --- | --- |
| b. Is the project environmentally cleared? | Y/N |  |

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

Note that the Bay Area County Transportation Agencies (BACTAs) 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 5 will receive a five-point penalty. Refer to page 10 of the Regional Competitive Cycle 5 ATP Guidelines, Attachment A, for additional information regarding these other evaluation factors (see <http://mtc.ca.gov/atp>).