

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 13, 2024

Agenda Item 3a- 24-0267

MTC Resolution No. 4633

Subject:

Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Guidelines.

Background:

The State established the ATP in September 2013. ATP funding is distributed with 50% to the state for a statewide competitive program; 10% to the small urban and rural area competitive program to be managed by the state; and 40% to the large urbanized area competitive program, with funding distributed by population to and managed by the ten largest Metropolitan Planning Organizations (“Regional ATP”).

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4633 establishes MTC's policies, procedures, and project selection criteria for the Cycle 7 Regional ATP. Staff expects approximately \$49 million in new funding available for MTC to program as part of the regional ATP over four years, FY 2025-26 through FY 2028-29.

MTC Guidelines and Procedures – Proposed Changes

CTC staff has proposed minimal changes to the Statewide Guidelines to maintain a consistent application process from the previous cycle. MTC’s Regional ATP Guidelines are based on CTC's draft ATP Guidelines, scheduled for adoption on March 21, 2024. To maintain consistency with the CTC’s statewide guidelines, MTC staff does not propose any significant changes to the regional guidelines or eligibility criteria for applicants.

However, staff does recommend no longer conducting a separate state application evaluation scoring panel for regional program awards. Based on lessons learned and valuable feedback from partners over the last few cycles, as well as greater confidence in the state scoring process, staff recommends using the scores provided by the state's evaluation process for the state application to serve as the baseline for project awards within our regional program. MTC staff will continue

to score the supplemental questions that are part of the regional supplemental application form. The additional resources gained by this change will allow MTC to provide more targeted assistance for applicants in the ATP technical assistance program and eliminate any potential conflicts of interest in the application scoring process.

A summary of the changes to the Statewide Guidelines is in Attachment 1, and Attachment 2 highlights the differences between MTC's Regional Guidelines and the draft Statewide ATP Guidelines.

MTC Application Technical Assistance Program

MTC created an ATP application technical assistance program in 2020 to improve the quality and overall competitiveness of applications from the region in the statewide ATP. Staff and the selected consultant provided application technical assistance for ATP Cycles 5 and 6, and in 2022, via Executive Director delegated authority, MTC elected to continue the ATP technical assistance program for ATP Cycles 7 and 8.

Prior to the call for interest issued in August, staff generated interest in ATP application assistance through email blasts, direct coordination with CTAs, and by leading working groups throughout the summer and fall of 2023. Throughout this engagement, staff noted that ATP technical assistance would be prioritized for projects with the best prospects for scoring well in the state ATP evaluation, strong connections to regional priorities, significant benefits to disadvantaged communities, and submitted by agencies that have been unsuccessful in previous ATP cycles. Staff selected eighteen projects based on these criteria, as well as overall ATP project competitiveness. Staff expect this additional assistance will improve the quality and overall competitiveness of applications from the region.

Schedule

Staff will submit these guidelines to the CTC for approval following Commission adoption. Upon CTC approval of MTC's Regional ATP Guidelines, expected in March 2024, MTC will issue a call for projects for the regional program, concurrent with the call for projects for the statewide program. Applications for the Regional ATP are due to MTC by June 17, 2024, which is the same due date as the Statewide Competitive ATP. MTC staff will recommend

programming projects from the regional ATP in early 2025 via an amendment to MTC Resolution No. 4633.

Other Considerations

Staff recommends continuing to award points to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy and to projects identified in an approved Community-Based Transportation Plan (CBTP). The inclusion of these points encourages sponsors to apply for projects that advance the equity and safety goals of *Plan Bay Area 2050*. Staff also recommends that the regional guidelines maintain consistency with the adopted One Bay Area Grant (OBAG 3) Program framework, specifically, for cities and counties to:

- Complete a Local Road Safety Plan (LRSP) or equivalent safety plan. Jurisdictions must have a LRSP or equivalent safety plan in place to be eligible for regional ATP funding.
- Adopt and achieve certification of their 6th Regional Housing Needs Allocation (RHNA) cycle (2023-31) Housing Element by the California Department of Housing and Community Development (HCD) by December 31, 2024. This deadline is consistent with the Housing Element certification grace period approved by the Commission in December 2023. As of writing, 60% (66 out of 109) of Bay Area jurisdictions have received HCD approval of their Housing Elements. In addition, MTC staff estimate that more than half of the region's jurisdictions will need to complete rezoning in order to achieve or maintain certification of their adopted Housing Elements. Jurisdictions must have achieved, and maintained, certification of their Housing element by December 31, 2024 to be eligible for regional ATP funding.

Jurisdictions must have an adopted LSRP or equivalent safety plan in place already, and a certified general plan housing element by the extended deadline of December 2024; otherwise, they will be ineligible for regional ATP funding. Further, MTC recently completed the Regional Active Transportation Plan and updated MTC's Complete Streets Policy in March 2022. The regional ATP Cycle 7 guidelines align with the Regional Active Transportation Plan and are consistent with the recently updated Complete Streets Policy, MTC Resolution No. 4493.

Finally, staff notes that Regional Measure 3 (RM3), approved by voters in 2018, includes \$150 million for Safe Routes to Transit and Bay Trail (SR2T/BT) projects. These RM3 funds could

complement ATP projects and allow the region to further advance active transportation goals. Staff is currently proceeding with public outreach on the RM3 SR2T/BT program and expects to bring program guidelines to this Committee this spring.

Issues:

Potential Fund Estimate Reduction

The Governor's January state budget proposal for FY 2024-25 currently includes a \$200 million reduction to the ATP. If the legislature approves the FY 2024-25 budget with this reduction, the CTC will decrease programming capacity for Cycle 7, and potentially ATP Cycle 8. If necessary, further discussions with CTC staff and other program partners will take place after the legislature approves the budget this June.

Recommendations:


1. Refer MTC Resolution No. 4633 to the Commission for approval.
2. Direct staff to submit MTC's Regional ATP Guidelines to the California Transportation Commission.
3. Authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Regional ATP Guidelines.

Attachments:

Attachment 1: Highlighted 2025 Statewide ATP Guideline Changes

Attachment 2: Highlighted 2025 Regional ATP Guideline Changes

Attachment 3: MTC Resolution No. 4633



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