
Active Transportation Program

Regional Competitive Program Overview

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Metropolitan Transportation Commission

ATP: Regional Competitive Program

- ▶ 40% of ATP funds go to 10 large Metropolitan Planning Organizations (MPOs)
- ▶ The Metropolitan Transportation Commission (MTC) is the MPO for the 9-county Bay Area
- ▶ Eligible applicants, partnering



Regional ATP: Available Funding

- The Bay Area has about \$30 million for programming
- Two-thirds (\$20 million) is available in FY 2014-15; remaining \$10 million is available in FY 2015-16
- About two-thirds (\$20 million) is federal funds; remaining \$10 million is state funds
- 25% of Regional Share must be spent on projects that benefit a “Disadvantaged Community”

Regional ATP: Guidelines

- CTC allows for deviations from the Statewide Guidelines for the Regional Competitive ATP
- MPOs must request CTC approval for changes
- MTC will request CTC approval for four main deviations from the Statewide Guidelines



Regional Guidelines Deviation 1

- Add one additional evaluation factor:
- Up to 10 points for projects that meet previously adopted regional priorities, such as:
 - Consistency with Plan Bay Area's Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - bike share expansion
 - Bay Trail and Regional Bike Network build-out, gap closures in the Regional Bike Network, and
 - multi-jurisdictional projects.

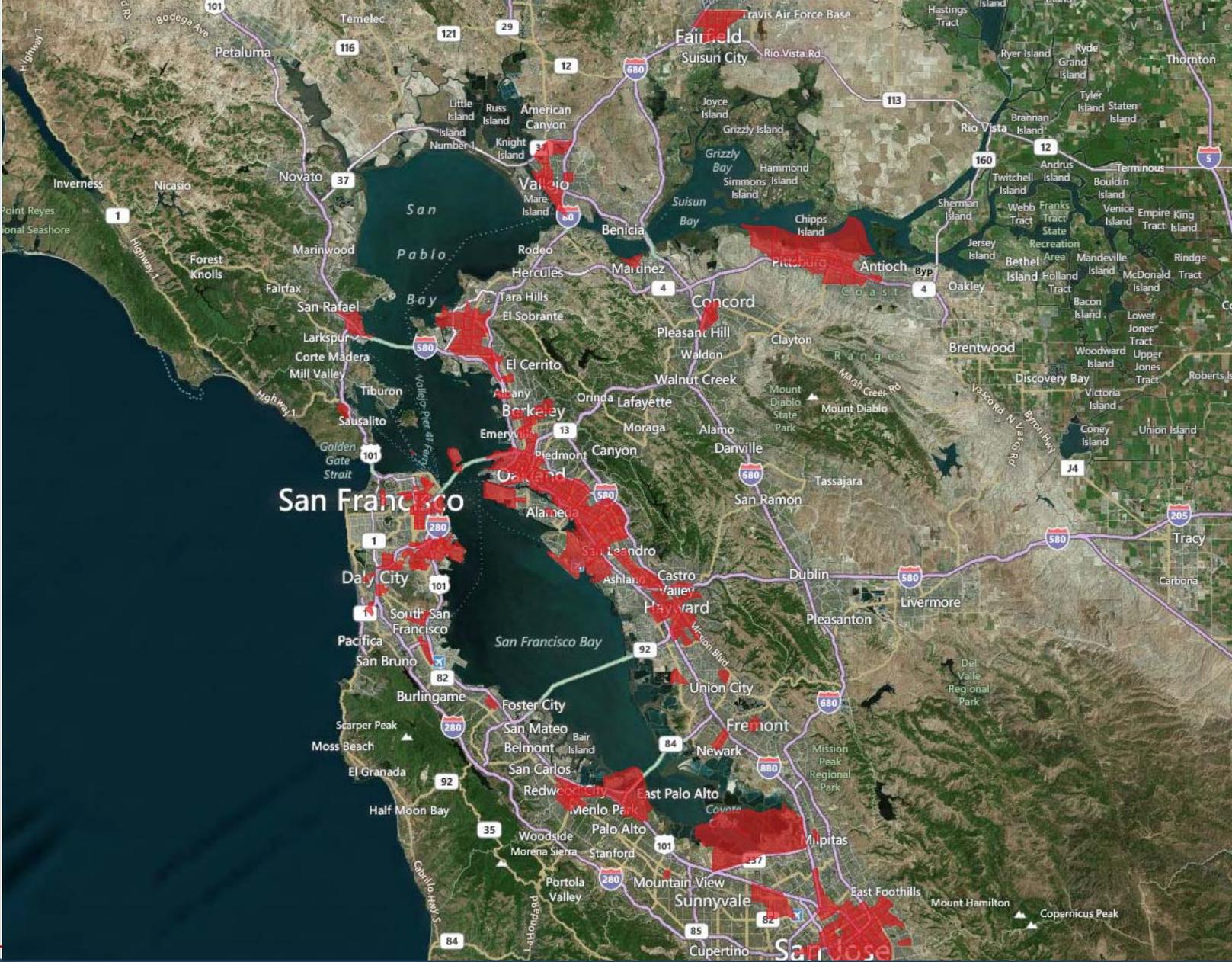


Regional Guidelines Deviation 2

- Use MTC's Communities of Concern definition for "Disadvantaged Communities"
- COCs used for Plan Bay Area Equity Analysis Report
 - http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PB_A_Equity_Analysis_Report.pdf
- About 20% of the Region's population is located in COCs
- Map of COC areas is available at:
 - <http://geocommons.com/maps/118675>



MTC Communities of Concern



Regional Guidelines Deviation 3

- Waive local match for construction if pre-construction phases are funded entirely with non-federal / non-ATP funds
 - Encourages using local funds for preconstruction
 - More assurance of adhering to schedule (less risk from environmental/ right-of-way delays)
 - Less Caltrans Local Assistance involvement
- Other match and minimum grant size requirements remain the same as for the Statewide ATP
 - Includes exemptions for DC/SRTS/Non-Infrastructure



Regional Guidelines Deviation 4

- MTC will adopt a Contingency Project List
 - In addition to financially constrained project list
 - Contingency projects will be ranked in priority order
 - List will be used to fund additional projects in Cycle 1 if there are any project failures or savings
 - Will ensure that no funding is lost to the region

Regional Schedule: Overview

<u>Date</u>	<u>Action</u>
April 9/23	PAC and MTC Commission consideration of Regional ATP Guidelines
May 21	CTC consideration of MTC's Regional ATP Guidelines
May 22	MTC releases Regional ATP Call for Projects
July 24	Regional ATP applications due to MTC
September 10/24	PAC and MTC Commission adoption of Regional ATP
December 10	Latest date for CTC approval of MTC's Regional ATP



Regional Application

- Base application will be the Statewide application
- Projects competing for Regional ATP funds must also complete a supplemental application
 - Includes questions related to additional evaluation criteria proposed earlier
- Applicants must also follow overall regional policies, including:
 - Resolution of Local Support
 - Resolution No. 3606 Deadlines, Requirements
 - Complete Streets Checklist



Unsuccessful Statewide Applications

- Projects not selected for the Statewide ATP will automatically be considered in the Regional ATP
- Sponsors must still complete additional application materials to be deemed responsive
 - Supplemental application
- Short turn-around time between Statewide ATP recommendations (August 8) and Regional ATP recommendations (late August)



Regional Evaluation/Scoring Panel

- MTC will form a multi-disciplinary evaluation panel to review and score applications
- Initial call for volunteers via the MTC Active Transportation Working Group
- Interested volunteers should contact Sean Co (MTC's Active Transportation Planner)
- Priority will be given to volunteers that do not represent an entity that submitted an application



Regional Delivery Expectations

- ATP funds are front-loaded, with two-thirds in FY 2014-15 and one-third in FY 2015-16
 - Obligation deadline for FY 2014-15 is 3/31/15
 - Obligation deadline for FY 2015-16 is 1/31/16
- Demonstrated ability to meet the delivery dates will be an important screening criteria
- Selected projects must seek CTC allocation individually when ready to accept funds (2 month process)



Regional ATP: 2015 TIP Impacts

- All federally-funded projects must be shown in the Transportation Improvement Program (TIP)
- Development of the 2015 TIP will cause:
 - Lockdown of the TIP until December
 - First amendment to the 2015 TIP approved by January
- Effect: ATP projects receiving federal funds cannot receive obligation (authorization to proceed) earlier until early 2015 – after the project is in the TIP



Regional ATP: Tips

- Demonstrated deliverability in FY 2014-15 or FY 2015-16
- Show high cost-benefit
- High effectiveness of promoting active transportation
- Regional goals, efforts to reduce GHG
- Apply for Statewide ATP – no brainer
 - Statewide applications due 5/21
 - Regional applications due 7/24



More information

➤ MTC Regional Competitive ATP Team

– Guidelines, Programming, Delivery:

– Kenneth Kao, 510-817-5768, kkao@mtc.ca.gov

– Application, Evaluation Criteria, Scoring:

– Sean Co, 510-817-5748, sco@mtc.ca.gov

– **TIP:** Adam Crenshaw, 510-817-5794, acrenshaw@mtc.ca.gov

– **Overall:** Ross McKeown, 510-817-5842,
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➤ **MTC's website:** <http://www.mtc.ca.gov/funding/ATP>



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Active Transportation Program

Active Transportation Program (ATP)

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 a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into one program.

State and federal law segregate ATP funds into three main components, with funding 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) – also known as the Regional Competitive ATP

The California Transportation Commission (CTC) developed guidelines for the ATP, approved on March 20, 2014. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for not only the statewide competitive program, but also for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing their own policies, procedures, and project selection criteria that differ from those adopted by CTC, provided they are approved by CTC.

Additional information for the Statewide and Regional Active Transportation Programs is below.

Statewide Competitive ATP

Funding
The Statewide Competitive ATP will have \$180 million available statewide in FY 2014-15 and FY 2015-16.

Schedule
Call for projects: March 20, 2014; Applications due: May 21, 2014; CTC Approval: August 20, 2014.

Additional Links
The following documents and links provide further information on the Statewide Competitive ATP.

- [CTC ATP Webpage](#)
- [Caltrans ATP Webpage](#)
- [Statewide ATP Guidelines, March 20, 2014 \(PDF\)](#)

