



MTC

Active Transportation Program

2023 Regional Program Adoption

MTC Programming &
Allocations Committee

January 11, 2023

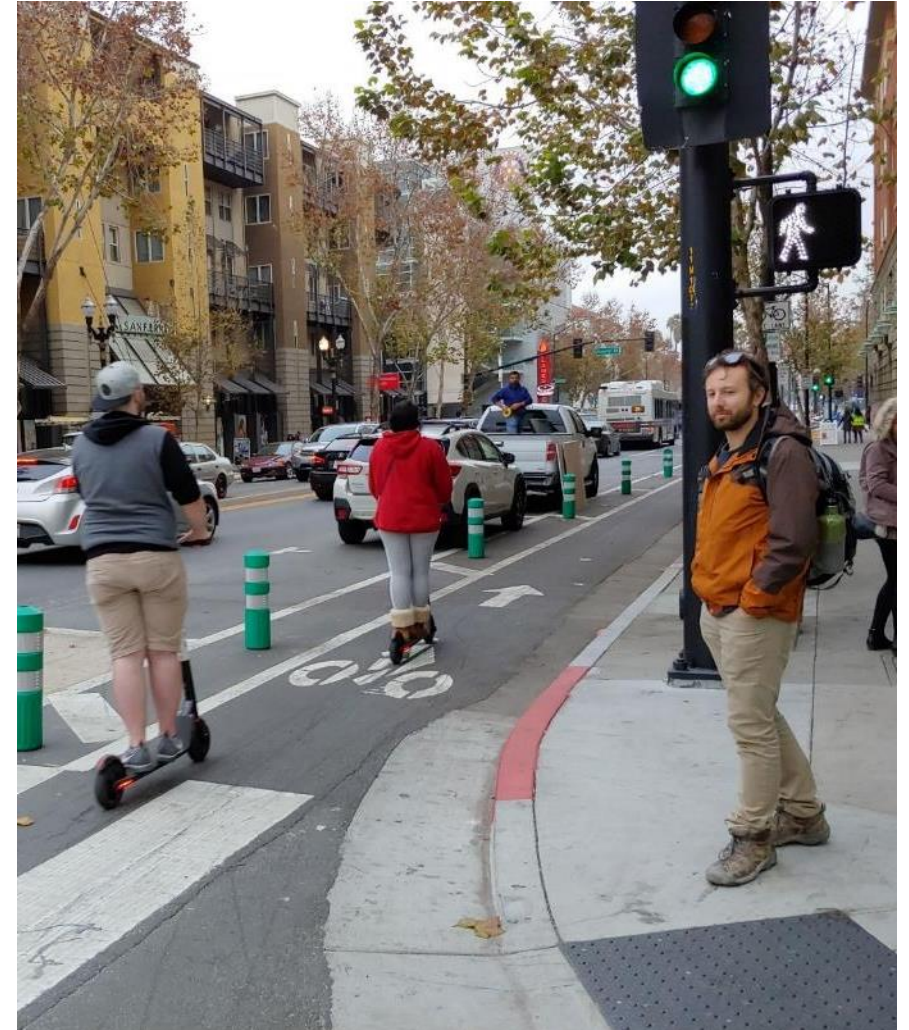
ATP: Overview of Program

- About \$320 million per year statewide
- Competitive program adopted every 2 years, split into three pots:
 - 50% to State for Statewide Program (Caltrans/CTC)
 - 40% to 10 large Metropolitan Planning Organizations (MPOs), including MTC
 - 10% to Small Urban/Rural (Bay Area ineligible to compete)
- Recent legislative augmentations:
 - SB1 (2017): \$100M/year, ongoing
 - Federal IIJA/BIL: \$50M/year, ongoing
 - 2023 State Budget: \$1B, one-time



ATP Cycle 6 Applications Summary

- **State Program Applications:**
 - 434 applications submitted to the state competitive program
 - Applicants requested over \$3.1 billion in ATP funds
 - Average ATP request size this cycle increased to \$7.1 million, up from \$5 million in Cycle 5
- **Regional Program Applications:**
 - 63 applications submitted to MTC for the regional component
 - Applicants requested \$544 million toward \$900 million in total project costs
 - Alameda and Contra Costa counties submitted the most applications in the region, 16 each
 - Napa and San Francisco submitted the fewest, 2 each



Source: City of San José

ATP Statewide Component Results

- Statewide Competitive ATP Program Adoption
 - CTC adopted the Statewide Competitive ATP list of projects on December 7, 2022.
 - CTC funded 67 projects statewide.
 - CTC funded six projects in the MTC region for a total of \$88 million, out of a statewide program of \$853 million (10% of the statewide total).

County	Sponsor- Project Title	Amount (\$Ms)
Alameda	BATA- West Oakland Link of the Bay Skyway	\$17.6
Alameda	Berkeley- Addison Street Bicycle Boulevard Project	\$4.9
Contra Costa	CCPW- Pacifica Avenue Safe Routes to School Proj.	\$3.9
Contra Costa	CCPW- San Pablo Ave Complete Streets/Bay Trail Gap Closure	\$10.5
San Francisco	SFMTA- Bayview Multimodal Community Corridor	\$12.3
Santa Clara	VTA- Bascom Avenue Complete Street Project	\$39.1
Total		\$88.3



Source: City of Oakland

Regional ATP Recommendations

- Based on 22-member evaluation panel's scores, staff recommends
 - Fully funding 14 projects
 - Partially funding one project
- Recommendation fully programs \$143 million available
- All projects benefit Equity Priority Communities
- All projects support MTC initiatives to reduce GHG emissions or expand the Regional Bike Network
- Contingency list totaling \$53 million (see Attachment 2)

County	Sponsor- Project Title	Reg. ATP Funds (\$M)
ALA	ACPWA- Mission Blvd Safe and Complete Streets for Active Transportation	\$ 25.0
ALA	ACPWA- Oakland Making Moves: Active Oakland Neighborhoods	\$ 1.0
ALA	ACPWA- San Lorenzo Creekway: Building Equitable Active Transportation	\$ 17.2
ALA	ACTC- East Bay Greenway Multimodal, Phase 1	\$ 19.5
ALA	ACTC- San Pablo Ave. Safety Enhancements and Transit Bulbs Project	\$ 9.0
ALA	Berkeley- Washington ES and Berkeley HS Safe Routes to School project	\$ 1.5
ALA	Oakland- Bancroft Ave. Greenway	\$ 29.3
CC	Concord- Willow Pass Rd. Bikeway Project	\$ 2.8
CC	San Pablo- Broadway-El Portal Safe Routes	\$ 7.2
MRN	Corte Madera- Central Marin Regional Pathways Gap Closure Project	\$ 1.5
MRN	San Rafael- Canal Neighborhood Active Transportation Enhancements Project	\$ 4.1
MRN	San Rafael- Canal Crossing Project	\$ 3.9
SM	SM Co.- Santa Cruz Ave/Alameda de las Pulgas Complete Street Project	\$ 5.4
SCL	San Jose- Story-Keyes Complete Streets (partial)	\$ 3.7
SON	Healdsburg- Healdsburg Ave. Complete Streets	\$ 11.8
	Total	\$ 143.1

ATP-OBAG3 Linkage

- Shared Program Evaluation Periods
 - Six OBAG 3 and ATP applications included overlapping scope
 - The program teams ensured recommendations did not conflict
 - For highly scoring projects with overlapping scope, staff recommends funding the regional ATP request first and any remaining balance as a part of the OBAG 3 recommendations.
- Two exceptions to this approach:
 - a project in Alameda County that included expanded scope in the ATP application
 - a project in Santa Clara County that is the last project able to use the remaining ATP funding at the funding cut off



Source: City of East Palo Alto

ATP Funding History

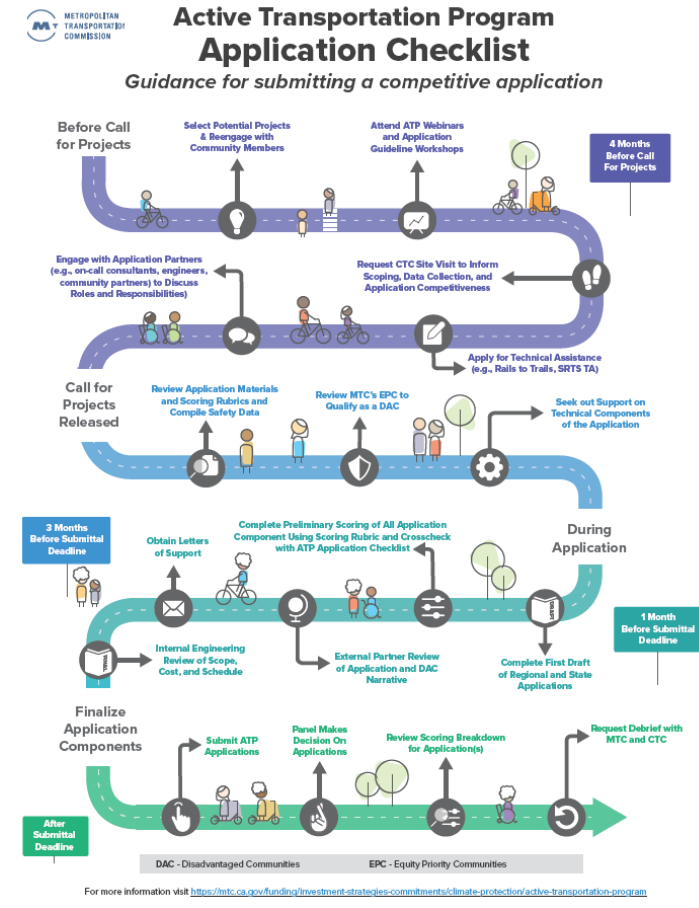
- Since 2014, \$556 million has been awarded to projects in the MTC region
- Most counties have received a comparable amount of funds to their population share within the region
- The ATP heavily prioritizes projects benefitting disadvantaged communities

State and Regional ATP Programs
Cycles 1 through 6
(including staff recommendations)

County	Population Share in Region	Awards by CTC and MTC (\$M)	Award Share	Pop. % Differential
Alameda	21.7%	\$240.3	43.2%	21.5%
Contra Costa	15.2%	\$59.0	10.6%	-4.6%
Marin	3.4%	\$19.6	3.5%	0.1%
Napa	1.8%	\$10.7	1.9%	0.1%
San Francisco	11.1%	\$52.8	9.5%	-1.6%
San Mateo	9.8%	\$27.7	5.0%	-4.8%
Santa Clara	24.9%	\$82.5	14.8%	-10.0%
Solano	5.9%	\$24.4	4.4%	-1.5%
Sonoma	6.3%	\$38.7	7.0%	0.6%
Total		\$555.7		

MTC ATP Technical Assistance Program

- Technical Assistance for Current Cycle 6:
 - Staff led the program with consultant support to improve overall competitiveness of applications from the region
 - Assistance limited to application and technical support
 - Staff selected seven projects for TA; four are recommended for funding in the regional program
- Proposed Technical Assistance for Future Cycle 7:
 - Staff proposes to augment and refine the technical assistance program for the next ATP Cycle
 - MTC- and CTA-led prioritization and early project scope support proposed
 - OBAG3 includes proposed \$300K for augmented support





One Bay Area Grant County & Local Program Adoption

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OBAG 3 County & Local Program Overview

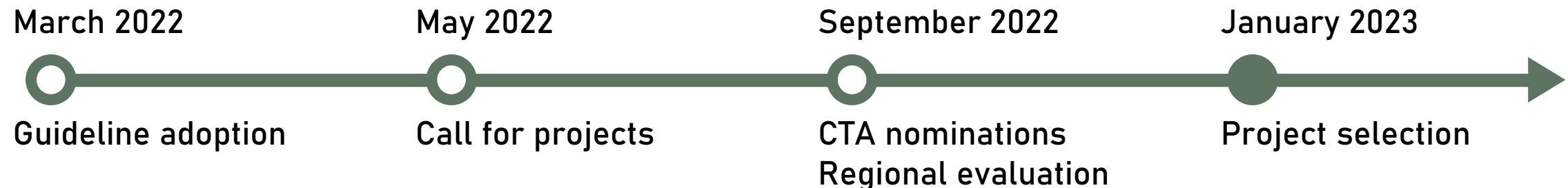
Principles

- ❖ Support local-priority projects while advancing regional objectives through:
 - Focusing transportation investments in growth areas
 - Prioritizing multimodal projects
 - Incentivizing compliance with state and regional requirements

Policies

- ❖ County Transportation Agency (CTA) nomination targets
 - Based on population and housing shares
 - Total 120% of available funding
- ❖ Regional project evaluation
 - Emphasis on CTA priorities
 - Priority Development Areas (PDAs), active transportation, Safe Routes to School (SRTS) investment targets
 - Air quality assessments for select projects

Process Timeline



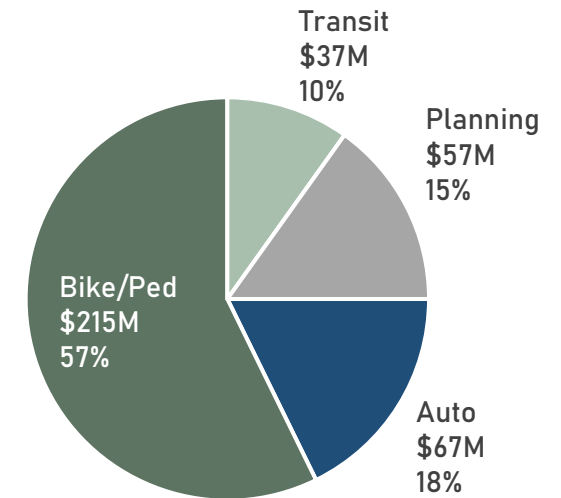
Proposed Program

Key Findings

- ❖ \$4.6M average grant award
 - Increase over prior cycles
 - Mirrors ATP trends
- ❖ Supports \$917M in total project costs
- ❖ Most nominations eligible for Congestion Mitigation Air Quality Improvement (CMAQ) funds
 - CMAQ prioritized for most cost-effective projects
 - Substantial associated emission reductions

Investment by Project Type

- ❖ 90% PDA-supportive
 - 50/70% targets by county
- ❖ \$215M active transportation
 - Exceeds \$200M target
- ❖ \$47M SRTS investment
 - Exceeds \$25M target
- ❖ \$209M within Equity Priority Communities (EPCs)
 - No established target



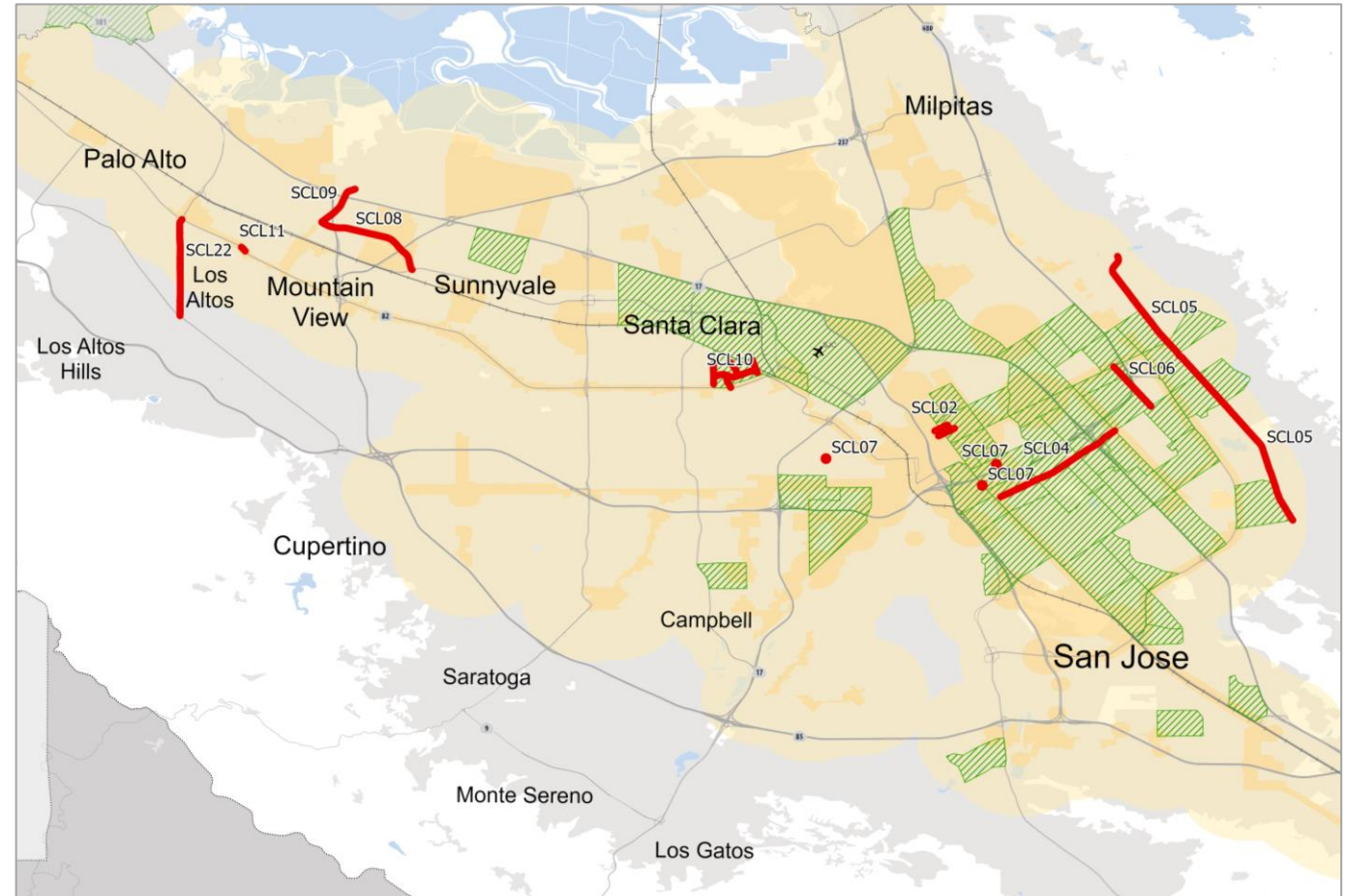
Note: Project type totals include base CTA planning amounts, and advance programming for CTA planning augmentations and SRTS programs.

Proposed Program

Proposed Investments by County

County	Proposed Award	Proposed Share
Alameda	\$67	20%
Contra Costa	\$48	14%
Marin	\$10	3%
Napa	\$6	2%
San Francisco	\$50	15%
San Mateo	\$31	9%
Santa Clara	\$92	27%
Solano	\$16	5%
Sonoma	\$20	6%
Totals	\$340	100%

Notes: Dollar amounts in millions. Proposed awards include advance programming for CTA planning augmentations and SRTS NI programs. Totals may not add due to rounding.



Next Steps

- ❖ Awardees must comply with OBAG 3 requirements prior to accessing funds
 - Ongoing requirements apply throughout the program period (FY 2022/23 – 2025/26)
 - Awards to non-compliant sponsors will be recommended for reprogramming after December 31, 2023 deadline
- ❖ Sponsors must obligate all funds by January 31, 2027

Program Requirements

- Certified Housing Element and annual progress reporting
- Self-certification of compliance with state housing laws
- Local Roadway Safety Plan (LRSP) or equivalent
- Certified Pavement Management Program (PMP)
- Participation in statewide needs assessment survey, traffic count reporting
- Complete Streets and Regional Project Delivery policy compliance

Contingency List & Future Programming

Proposed Project List

- ❖ Establish priorities for any future programming
- ❖ Recommendations based on:
 - Regional significance
 - Deliverability and complete funding plans
 - Total project score
- ❖ Commission maintains discretion to consider programming beyond the contingency list

Future Programming

- ❖ Programming from the contingency list may be recommended in the case of:
 - Higher than anticipated federal revenues, such as increases from Infrastructure Investment and Jobs Act (IIJA)
 - Cost savings from prior OBAG cycles
 - Project failures
 - Funds returned by sponsors due to additional federal or state discretionary grants and/or earmarks
- ❖ Spring 2023: Return to Commission with proposal to program additional capacity resulting from IIJA increase & earmarks

Recommendations

Resolution 4487, Revised – Regional ATP Cycle 6

- ❖ Adoption of the Cycle 6 Regional ATP project list

Resolution 4505, Revised – OBAG 3 County & Local Program

- ❖ Programming \$302 million to 65 projects
- ❖ Approve contingency project list and priorities
- ❖ Programming \$300K for Active Transportation Technical Assistance program