

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 12, 2025

Agenda Item 4ai-25-0152

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**MTC Resolution No. 4633, Revised**

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**Subject:**

Adoption of the 2025 Regional Active Transportation Program (ATP) Cycle 7 Program of Projects and Funding Target Update.

**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”). The 2024-2025 California State Budget Act ATP funding by \$400 million. The California Transportation Commission (CTC) revised the 2025 ATP Cycle 7 fund estimate to reflect the new funding totals on August 16, 2024. The revised fund estimate substantially reduced funding for ATP Cycle 7.

MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the CTC for adoption. CTC approved MTC’s Regional ATP Guidelines on March 27, 2024, and applications for the Regional Program were due to MTC on June 17, 2024. MTC’s Cycle 7 Regional ATP includes \$14.4 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 1. In coordination with the CTC and other ATP partners, staff did not recommend revising the program guidelines to include award limits, since applications were due before the Governor signed the 2024-2025 State Budget.

**MTC’s Regional Project Selection Process**

MTC received 35 applications requesting \$324 million, twenty-three times the available amount. Caltrans and MTC staff determined that all projects were eligible. This cycle, MTC staff used the scores provided by the CTC from their evaluation process for the state application as the baseline score; MTC staff audited the state scores and scored the regional supplemental questions to

develop a composite score and rank the applications (see Attachment 2). Applications could receive a maximum score of 110 points.

**Regional Project Recommendations**

Staff recommends fully funding four projects and partially funding one project for a total of \$14.5 million (see Attachment 1). Staff also recommends adopting a ranked contingency projects list totaling \$135.5 million. The proposed contingency list is larger than previous ATP cycles to accommodate any potential funding restorations or augmentations in response to the 2024-2025 State Budget rescission. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, savings in the Cycle 7 Regional ATP, or a restoration of funds to the program. All proposed projects in the regional ATP benefit Equity Priority Communities, exceeding the required 25% state target for disadvantaged communities. Further, the recommended project list supports MTC initiatives such as greenhouse gas reduction efforts and expansion of the regional bike network. Specifically, 89% of the recommended funding is for projects enhancing or expanding MTC's Regional Active Transportation Network.

**Project Recommendations Items of Interest**

**1. High-Scoring Projects Without Recommended Funds**

The recommended programming does not include funding for the fourth- and fifth-highest scoring projects, Oakland's 73rd Ave project and Napa County's Vine Trail – Yountville to St. Helena segment. Both projects requested significantly more funds (\$30 million and \$25 million, respectively) than were available after funding higher-scoring projects (\$4 million). Awarding the remaining program funds would have left either project with a major gap in its funding plan. To account for this scenario, the regional ATP guidelines include a requirement for sponsors requesting more than \$10 million to submit scalability plans with their application. The City of Oakland included a segmenting strategy for the 73<sup>rd</sup> Ave project; however the plan did not demonstrate that remaining ATP funds could fund a high-scoring deliverable segment without substantial local funding. Napa County's Vine Trail application did not include a scalability plan in their application, and would require tens of millions of dollars to deliver the full application benefits. Therefore, staff recommends funding projects further down the list, specifically the Southwest Berkeley Bicycle Boulevards project and the City of Alameda's Willie Stargell Avenue Safety Improvements project.

**2. Partial Funding**

The City of Alameda requested \$6.6 million in ATP funds for the Willie Stargell Avenue Safety Improvements project; however, only \$673,000 of ATP funds remain after funding higher-scoring projects. Therefore, staff recommends partially funding the project with \$673,000 in ATP funds. Alameda also submitted the same project application for the same request amount as a part of the concurrent Regional Measure 3: Safe Routes to Transit and Bay Trail (SR2TBT) program call for projects. The Willie Stargell Avenue Safety Improvements project scored highly in the SR2TBT evaluation process and is recommended for funding under item 4aii. MTC staff expects the full project benefits to be delivered as the funding plan will be nearly complete between the recommended funding in the Regional ATP and SR2TBT programs. Staff proposes the city to provide an updated funding plan and letter by May 1, 2025 that explains how the project benefits listed in the application will be delivered. Should Alameda not be able to

deliver the project benefits or to fully fund the project using other funds, staff recommends removing the Willie Stargell Avenue Safety Improvements project from the regional list and re-directing the \$673,000 to other projects on the contingency list.

**3. Regional Measure 3: Safe Routes to Transit and Bay Trail Program Overlap**

The regional ATP and SR2TBT programs shared evaluation timelines. Staff reviewed both lists and found 12 projects that overlapped. For highly-scoring projects with overlapping elements, staff recommends funding the regional ATP request first and any remaining balance as a part of the SR2TBT recommendations. The full list of overlapping projects is included in Attachment 2, and the RM3: SR2TBT programming recommendations are included under item 4aii.

**ATP Funding History**

Since 2014, \$570 million has been awarded to projects in the MTC region through both the State and Regional ATP. Attachment 3 provides a historical summary of the total awards sorted by county for the combined and individual programs. Considering both programs, most counties have received a comparable amount of funds to their population share within the region. Notably, there are differences in the amount of funds requested and the number of applications submitted from each county. For example, 30% of total funding requests across all cycles have come from Alameda County. Similarly, the county has submitted the most applications, surpassing other counties in the region. The greater share of applications coming from Alameda County is likely due to a higher proportion of areas that qualify as disadvantaged communities. Staff will continue to work with all eligible applicants in the region to improve applications and increase the region's ATP grant success rate.

**Application Technical Assistance Program**

As a continuation from ATP Cycle 6, MTC extended an application technical assistance program to improve the quality and overall competitiveness of applications from the region. MTC staff led the program with consultant support. It provided application assistance for five jurisdictions and a final application review for seven applications, assessing overall quality, legibility, consistency, and technical details. Of these six applications, none were selected for funding in

the State program, and one project is recommended for funding in the regional program. Staff proposes to refine the technical assistance program in the next ATP cycle.

**Issues:**

**Performance in State Competitive Program**

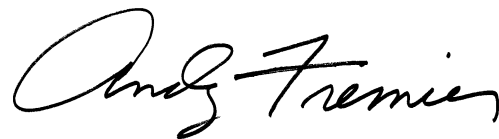
The CTC adopted the Statewide Competitive ATP list of projects on December 5, 2024. The CTC did not select any projects in the MTC region for funding out of a statewide program of \$89 million.

**Recommendations:**

1. Refer MTC Resolution No. 4633, Revised to the Commission for approval.
2. Direct staff to submit MTC's Regional ATP Program of Projects to the California Transportation Commission for approval.

**Attachments:**

- MTC Resolution No. 4633, Revised
- Attachment 1: Recommended Cycle 7 Regional ATP Program of Projects and Contingency Project List
- Attachment 2: Cycle 7 ATP List of Applications Received
- Attachment 3: ATP Funding History Summary
- Presentation



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