
Attachment 2: Highlighted 2025 Regional ATP Guideline Changes

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines as noted below:

1. Maintain the additional screening criteria to require that jurisdictions receiving funds in future regional ATP cycles have an approved Housing Element, an approved Local Road Safety Plan (LRSP), and are consistent with MTC's Complete Streets Policy, as required by the One Bay Area Grant Program (OBAG 3). Jurisdictions have until the extended deadline of December 31, 2024 to have an approved Housing Element.
2. Maintain additional screening criteria focused on transit agency coordination.
3. Maintain additional evaluation criteria, as follows:
 - a. Consistency with Regional Priorities and Planning Efforts (such as the Regional Active Transportation Plan Bike and Pedestrian Network and the Bay Trail build-out and gap closures, and multi-jurisdictional projects, construction only requests). **Up to 7 points**, to be scored by MTC Staff.
 - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points**.
 - c. Countywide Plans/Goals Consistency. Met by Bay Area County Transportation Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 point**.
 - d. Deliverability. MTC staff will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points**.
 - e. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an approved CBTP. **See item 4 below**.

- f. Consistency with Vision Zero Policy & Bike and Pedestrian Safety Policy or Plan. Additional points in the Disadvantaged Communities portion of the Statewide Application for projects within a jurisdiction with an adopted Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan. **See item 4 below.**
- 4. Maintain the revised Disadvantaged Communities portion of the Statewide Application as follows:
 - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (maximum 10 points reduced to 6 points), with 20% of the remaining statewide value awarded to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy or Plan, and 20% for projects identified in an approved CBTP. Proof of CBTP and Safety Policy or Plan consistency must be provided in the supplemental regional application.
 - b. Use MTC's Equity Priority Communities definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as median household income, Cal-Enviro-Screen, Healthy Places Index, Climate and Economic Justice Screening Tool, DOT's Equitable Transportation Community Explorer tool, tribal lands, and percent of subsidized school lunches), as allowed by state guidelines.
- 5. Maintain an 11.47% match requirement, with match waivers for projects benefiting an Equity Priority Community, stand-alone non-infrastructure projects, and safe routes to school projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
- 6. Maintain the provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.
 - a. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request.

7. Maintain a contingency project list.

- a. MTC will continue to adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the current Cycle 7 Regional ATP that occur prior to the adoption of Cycle 8. This will ensure that MTC will fully program all regional ATP funds and minimize the loss of ATP funds to the region.

In addition to the above, all projects in the Regional ATP must comply with regional policies, including MTC Resolution No. 3606 regional delivery deadlines, and must submit a resolution of local support for all selected projects by April 1, 2025.

Funding Amount

The statewide competitive portion of the ATP provides \$284 million over four years, FY2025-26 through FY2028-29. MTC's large urbanized area share of the ATP is expected to provide \$49 million in new funding to the nine-county MTC region.

Schedule

The current estimated schedule for ATP Cycle 7 is below.

Table 1: ATP Development Schedule (Subject to Change)

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	March 27, 2024
CTC Guideline Approval	March 21, 2024	March 21, 2024
Call for Projects	March 21, 2024	March 21, 2024
Application Due Date	June 17, 2024	June 17, 2024
Staff Recommendations	November 2024	January 2, 2025
MTC Adoption	N/A	January 22, 2025
CTC Approval	December 5, 2024	March 19, 2025

Application and Evaluation

MTC staff will prepare a supplemental application form for projects competing for the Regional ATP. The base application will remain the statewide application to avoid duplication. Staff will use the state scores provided by the state's evaluation committee for the state application to serve as the baseline for project awards within MTC's regional program. A multi-disciplinary team of MTC staff will score the regional supplemental questions. The state and regional supplemental scores will be combined and applications will be ranked from highest to lowest to determine regional program awards.

Programming in the Transportation Improvement Program

Project sponsors shall add the projects into the TIP following CTC approval of the Regional ATP program in March 2025, but no later than June 2025.

ATP Contact

For additional information, visit the State ATP website (<https://catc.ca.gov/programs/active-transportation-program>) or MTC's ATP website (<http://mtc.ca.gov/atp>).