

2025 Active Transportation Program (Cycle 7)



Central Coast Region Branch Workshop

December 12, 2023

2:00 p.m. – 4:00 p.m.

Program Goals



- Increase walking and biking
- Increase safety of non-motorized users
- Help regional agencies meet their SB 375 goals
- Enhance public health
- Ensure disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Program Structure



- Competitive funding program
- Funds distributed into the 3 ATP components
 - 50% for the Statewide Component
 - 10% for Small Urban & Rural Component
 - 40% for Metropolitan Planning Organization (MPO) Component
- * SBCAG now falls in the MPO Component
- A minimum of 25% of funds in each of the 3 components must benefit disadvantaged communities

Application Types



Large Infrastructure or Infrastructure/Non-Infrastructure

- Total Project Cost of greater than \$10 million*
- Large applications may apply for Pre-Construction phases only

Medium Infrastructure or Infrastructure/Non-Infrastructure

- Total Project Cost of greater than \$3.5 million and up to \$10 million*

Small Infrastructure or Infrastructure/Non-Infrastructure

- Total Project Cost of \$3.5 million or less*

Non-Infrastructure Only

- Education and Encouragement Activities

Plans

- Community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses disadvantaged community

*Pending 2025 ATP Guidelines adoption in March 2024

Eligible Applicants



- Local, Regional, or State agencies
- Caltrans
 - Caltrans can also partner with other eligible agencies
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public Schools or School Districts
- Tribal Governments
- Private Nonprofit (recreational trail funding)

Program Status



- Anticipate Approximately \$555,500 in Funding
 - \$100,000 fiscal years 2025-26 and 2026-27
 - \$177,750 fiscal years 2027-28 and 2028-29
- Six Cycles of Projects Selected for Funding
- Over 1,000 Projects Funded
- Most Provide Benefits to Disadvantaged Communities
- Almost 100% Delivery Rate
- All the Cycle 1 Projects are Completed or Under Construction

Program Challenges



- Very Over Subscribed
 - Massive Community Need
 - Not Enough Funding
- Funding Requests are Getting Larger
- Ensure Program is Open to All Geographic Areas Across the State
- Program Funds all Project Phases
- Measuring Performance

Highlights from the 2025 Guidelines



- Program Schedule
- Application Update – Submittable
- Justice40 Initiative
- New Federal Tools
 - [Climate and Economic Justice Screening Tool](#)
 - [US DOT Equitable Transportation Community \(ETC\) Explorer](#)
- Quick-Build Program
- Policy Clarifications

Santa Barbara County in the ATP



- Submitted 78 projects over six Cycles
- 31 projects have been funded overall (40% success rate):
 - 13 project funded through the Statewide component
 - 18 projects funded through the SUR component
- Average scores have gradually increased each cycle starting at a 63 in Cycle 1 and 87 in Cycle 6.
- Highest scoring application is a 98 from Cycle 6.

Santa Barbara County in Cycle 6



- 9 applications submitted
 - 7 application was funded – 78% success rate
 - 5 funded in the Statewide Component
 - 2 funded in the Small Urban & Rural Component
- General Feedback:
 - Did not address any concerns of displacement that may occur as a result of this project.
 - Great discussion of how the project will benefit disadvantaged communities throughout the entire application.
 - Non-Infrastructure element was thoroughly addressed in narrative responses and tied to need and safety.
 - More discussion of local health concerns is needed.

San Luis Obispo County in the ATP



- Submitted 60 projects over six Cycles
- 10 projects have been funded overall (17% success rate):
 - 5 projects funded through the Statewide component
 - 5 projects funded through the SUR component
- Average scores have varied between cycles, but generally have stayed in the 60's, excluding Cycle 6 which was an 87.
- Highest scoring application is a 96 in Cycle 2.

San Luis Obispo County in Cycle 6



- 5 applications submitted
 - 4 application was funded – 80% success rate
 - 2 funded in the Statewide Component
 - 2 funded in the Small Urban & Rural Component
- General Feedback:
 - Application doesn't discuss disadvantaged community throughout.
 - More discussion of local health concerns is needed.
 - Safety/collision data was lacking. More details and context needed. How are collisions relevant to project? How are proposed improvements addressing safety concern?
 - Generally, applications make assumption that evaluators are familiar with the project areas and understand community context.

Ventura County in the ATP



- Submitted 60 projects over six Cycles
- 25 projects have been funded overall (42% success rate):
 - 2 projects funded through the Statewide component
 - 23 projects funded through the MPO component
- Average scores have gradually increased, with the exception of Cycle 6.
- Highest scoring application is a 92 in Cycle 5.

Ventura County in Cycle 6



- 10 applications submitted
 - 8 applications were funded – 80% success rate
 - 1 funded in the Statewide Component
 - 7 funded in the MPO Component
 - 2 applications were deemed ineligible
- General Feedback:
 - Overall, Plans submitted did not score high. Narrative responses focused on the value of having a Plan and didn't explain concerns taking place in communities.
 - Active transportation needs of students was not discussed, even in cases where school is nearby project area.
 - Collision data needs more context. How are collisions relevant to the project? One application didn't attach correct collision map and did not respond to Part A.
 - Extensive public participation process.

Remaining Central Workshops



- January 10, 2024
1:00pm – 4:00pm
Applications
Virtual
- February 6, 2024
9:00am – 12:00pm
Scoring Rubrics
Virtual

Thank You



Contact Information

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[Active Transportation Program Website](#)