

2025 Active Transportation Program (Cycle 7)



Imperial County Branch Workshop

February 27, 2024

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
- 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

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 \$568,700,000 in Funding
- 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

Imperial County in the ATP



- Submitted 34 projects over six Cycles
- 11 projects have been funded overall (32% success rate):
 - 1 project funded through the Statewide component
 - 10 projects funded through the MPO component
- Average scores and number of applications submitted have decreased each cycle, excluding Cycles 5 & 6.
- Highest scoring application was an 84 from Cycles 1 and 2.

Imperial County in Cycle 6



- 5 applications submitted
 - 3 applications funded – 60% success rate
 - All funded in the MPO Component
- General Feedback:
 - Question 1: DAC not discussed. Narrative not clear on how project impacts the DAC and how it was requested/supported by DAC.
 - Question 2: Local health concerns and active transportation needs of students not discussed. Did not make compelling case the project would increase walking/biking.
 - Question 3: Crash data was difficult to correlate to proposed improvements. Large hotspots outside of project area or crashes didn't seem relevant to project. Why is project a priority? Proven track records missing.
 - Question 4: Public participation missing details. When did activities take place? How was outreach conducted? What was feedback received? How will community continue to be engaged?
 - Overall: Narrative responses were brief and lacked detail (community need, safety concerns, etc.). Lots of word count remaining. Some questions were not addressed.

Thank You



Contact Information

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[Active Transportation Program Website](#)