

2025 Active Transportation Program (Cycle 7)



AMBAG Region Branch Workshop

January 16, 2024

1:00 p.m. – 3:00 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, Encouragement, and Enforcement 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 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

Monterey County in the ATP



- Submitted 54 projects over six Cycles
- 22 projects have been funded overall (41% success rate):
 - 8 projects funded through the Statewide component
 - 14 projects funded through the SUR component
- Average scores have remained in the 70's excluding Cycle 1 and Cycle 5.
- Highest scoring applications were a 91 from Cycles 2, 4 & 5.

Monterey County in Cycle 6



- 11 applications submitted
 - 7 applications were funded – 64% success rate
 - 1 funded in the Statewide Component
 - 6 funded in the SUR Component
- General Feedback:
 - Some responses require more detail on how DAC will use project and how DAC supports/requested project. Displacement was not discussed.
 - Need was not clearly conveyed in narrative response – addressing significance of destinations, lack of mobility and active transportation needs of students.
 - Safety/collision analysis was not detailed. How proposed improvement will address safety concerns wasn't clear. Difficult to understand why project is a safety priority.
 - Most received positive feedback on public participation; however, several noted residents/DAC were not involved in outreach/engagement process and documentation was not attached.

Santa Cruz County in the ATP



- Submitted 49 projects over six Cycles
- 19 projects have been funded overall (39% success rate):
 - 7 project funded through the Statewide component
 - 12 project funded through the SUR Component
- Average scores have gradually increased each Cycle from low 60's to low 90's.
- Highest scoring application was a 96 from Cycle 5.

Santa Cruz County in Cycle 6



- 7 applications submitted
 - 6 applications were funded – 86% success rate
 - 3 projects funded in the Statewide Component
 - 3 projects funded in the SUR Component
- General Feedback:
 - Clear discussion of how project will benefit DAC even if project doesn't fall within DAC.
 - Few apps needed more discussion of how project would address community need. Active transportation needs of students was also lacking.
 - Safety/collision analysis was thorough, and it was clear that countermeasures would address safety concerns.
 - Some apps needed more detail on public participation. Was community feedback incorporated into project? How will community continue to be engaged on project?

San Benito County in the ATP



- Submitted 5 projects over six Cycles
- 1 project have been funded overall (20% success rate):
 - Project funded through the SUR component
- Average scores have varied each Cycle.
- Highest scoring application was an 84 from Cycle 3.

San Benito County in Cycles 3, 4 & 5



- 3 applications submitted
 - 1 application was funded in the SUR Component
- General Feedback:
 - Need question didn't address local health concerns.
 - Maps that were attached under the Need and Safety questions were not clear and difficult to follow.
 - Large word count remaining on majority of applications – evaluators had questions regarding the project.
 - One app focused on tourism and failed to mention residents.

Remaining Central Workshops



- February 6, 2024
9:00am – 12:00pm
Scoring Rubrics
Virtual

Thank You



Contact Information

Laurie Waters

Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard

Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi

Elika.Changizi@catc.ca.gov

[Active Transportation Program Website](#)