

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.16, Action

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Subject: Adoption of the 2027 Active Transportation Program Regional Guidelines for Five Metropolitan Planning Organizations, Resolution G-26-51

Recommendation:

Staff recommends that the California Transportation Commission (Commission) adopt the 2027 Active Transportation Program Regional Guidelines for the following metropolitan planning organizations, as proposed in Attachment B:

- Fresno Council of Governments
- Sacramento Area Council of Governments
- San Joaquin Council of Governments
- Santa Barbara County Association of Governments
- Southern California Association of Governments

Issue:

Streets and Highways Code Section 2382 allows the Commission to adopt separate Active Transportation Program guidelines for the state and for the metropolitan planning organizations to manage the competitive selection process for the Metropolitan Planning Organization Component. Alternatively, a metropolitan planning organization may choose to delegate project selection to the Commission if it uses the Commission's statewide criteria and guidelines.

The Commission adopted the statewide 2027 Active Transportation Program Guidelines at its March 19-20, 2026, meeting. Under the 2027 Active Transportation Program Guidelines, metropolitan planning organizations may develop and seek Commission approval of regional guidelines or may delegate project selection to the Commission. Regional guidelines allow metropolitan planning organizations to emphasize regional priorities in their project selection process. Metropolitan planning organization regional guidelines may include the following differences from the Commission's statewide competition:

- Project selection criteria and weighting
- Minimum fund request
- Match requirement
- A regional definition of disadvantaged communities
- Supplemental call for projects

The 2027 Active Transportation Program Guidelines require metropolitan planning organizations to submit their optional regional guidelines by May 8, 2026, for adoption at the June 2026 Commission meeting. The Commission received regional guideline submittals from seven of the ten large metropolitan planning organizations by the deadline. The Metropolitan Transportation Commission requested early adoption of its guidelines, which the Commission approved at its March 19-20, 2026, meeting. The San Diego Association of Governments and the Tahoe Metropolitan Planning Organization requested additional time to adopt regional guidelines and anticipate Commission adoption at a future meeting. The Kern Council of Governments and the Stanislaus Council of Governments elected not to submit regional guidelines for the 2027 Active Transportation Program and will delegate its project selection to the Commission.

Commission staff reviewed the guidelines submitted by the Fresno Council of Governments (Fresno COG), the Sacramento Area Council of Governments (SACOG), the San Joaquin Council of Governments (SJCOG), the Santa Barbara County Association of Governments (SBCAG), and the Southern California Association of Governments (SCAG). The following table and list summarize the areas that differ from the statewide 2027 Active Transportation Program Guidelines for each metropolitan planning organization:

	Fresno COG	SACOG	SJCOG	SBCAG	SCAG
Scoring criteria and weighting *	X	X	X	X	X
Minimum project size		X		X	
Match requirement		X			
Regional definition of a disadvantaged community		X		X	X
Supplemental application or call for projects	X	X	X	X	X

*In some cases, the metropolitan planning organization and state guidelines use a similar criterion but differ on the specific metrics; further, some differences occur when the state guidelines use a criterion solely to determine project eligibility, while the metropolitan planning organization guidelines also use it for scoring purposes.

Fresno Council of Governments

- Establishes additional scoring criteria:
 - Consistency with the Fresno Council of Governments 2022 Regional Transportation Plan, Regional Active Transportation Plan, or an adopted local Active Transportation Plan.
- Establishes a different weighting system for statewide scoring criteria.
- Does not require a minimum funding request amount.
- Caps funding requests at \$3.5 million or less due to limited funds in the regional program.

- Requires all applicants to submit a supplemental application.
 - Agencies may submit a scaled-down version or scalability plan for a state-submitted project for consideration in the regional program.
 - Will accept Quick-Build projects as part of its regional call for projects.

Sacramento Area Council of Governments

- Establishes additional scoring criteria, including:
 - Further advancement of regional greenhouse gas reduction goals, including alignment with the Green Means Go strategy.
 - Alignment with local economic prosperity goals and strategies.
 - Project readiness.
 - Identification of the project in the 2026 Regional Trail Network Implementation Strategy.
- Establishes a different weighting system for statewide scoring criteria.
- Establishes a project size minimum of \$282,390 for infrastructure projects, and \$56,478 for non-infrastructure projects.
- Requires a funding match of 11.47 percent in non-Active Transportation Program funds.
- Requires all applicants to submit a supplemental application.
 - Agencies may submit a scaled-down version of a state-submitted project to the regional competition.
 - Agencies that did not submit to the statewide competition can submit to the regional competition only.
 - Will accept Quick-Build projects as part of its regional call for projects.
- Use of a regional disadvantaged community definition from the 2025 Blueprint Metropolitan Transportation Plan/Sustainable Communities Strategy as an additional definition of a disadvantaged community.

San Joaquin Council of Governments

- Establishes additional scoring criteria, including:
 - Alignment with local and regional active transportation and related plans.
 - Potential to transform mobility and accessibility.
 - Connection of two or more neighborhoods across a human-made or natural barrier.
 - Focus on Safe Routes to Schools and safe access to other community activity centers.
 - Proximity to transit hubs and ability to advance transit access.
 - Leveraging (small, non-infrastructure, and plan projects).
- Requires all applicants to submit a supplemental application.
 - Agencies may submit a scaled-down version of a state-submitted project to the regional competition, with an explanation of how the revised project will provide a proportionate level of benefits as the original project.
- Limits any single successful applicant to funding of no more than 50 percent of the San Joaquin Council of Governments regional apportionment.
- Quick-Build projects are not accepted as part of its regional call for projects.

Santa Barbara County Association of Governments

- Apportions 52 percent of regional funds to North County projects and 48 percent of funds to South Coast projects.
- Establishes additional scoring criteria, including:
 - Project demand, defined as the percentage of existing or potential active transportation users relative to the size of the community (all infrastructure projects).
 - Project readiness (all infrastructure and non-infrastructure projects).
- Use of a regional disadvantaged community definition from the Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy as an additional definition of a disadvantaged community.
- Establishes a different weighting system for statewide scoring criteria.
- Establishes a minimum request of \$150,000.
- Requires all applicants to submit a supplemental application.
 - Will accept Quick-Build projects as part of its regional call for projects.

Southern California Association of Governments

- Awards funding to projects in two program categories:
 - Implementation and Capacity Building (i.e., infrastructure, infrastructure with non-infrastructure components, and non-infrastructure) projects (no less than 98 percent of the Southern California Association of Governments regional apportionment), and
 - Plan projects (no more than 2 percent of the Southern California Association of Governments regional apportionment).
- Establishes additional scoring criteria:
 - The local county transportation commissions may add up to 20 points in the implementation project category to projects that are consistent with local and regional plans.
- Use of a regional disadvantaged community definition, Priority Equity Communities from the region's 2024 Regional Transportation Plan/Sustainable Communities Strategy as an additional definition of disadvantaged communities.
- Quick-Build projects are not accepted as part of its regional call for projects.

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The 2027 Active Transportation Program Guidelines describe the policies, standards, criteria, and procedures for the program's development, adoption, and management. The guideline development workshops have been open to all interested stakeholders, including state, federal, local, and regional agencies, Tribal governments, and organizations interested in walking, biking, active transportation, safe routes to school projects, environmental, social equity, and other perspectives.

Attachments:

- Attachment A: Resolution G-26-51
- Attachment B: 2027 Active Transportation Program Regional Guidelines for the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Joaquin Council of Governments, the Santa Barbara County Association of Governments, and the Southern California Association of Governments

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2027 Active Transportation Program Regional Guidelines for Five Metropolitan Planning Organizations

RESOLUTION G-26-51

- 1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2 **WHEREAS**, Streets and Highway Code Section 2382 allows the California Transportation Commission (Commission) to adopt separate Active Transportation Program guidelines outlining the policies and procedures for the state and the metropolitan planning organizations in urban areas with populations over 200,000; and
- 1.3 **WHEREAS**, metropolitan planning organizations with large, urbanized areas are responsible for overseeing a competitive project selection process for projects in the Metropolitan Planning Organization Component; and
- 1.4 **WHEREAS**, the Commission adopted the statewide 2027 Active Transportation Program Guidelines at its March 19-20, 2026, meeting; and
- 1.5 **WHEREAS**, the 2027 Active Transportation Program Guidelines require metropolitan planning organizations to submit their supplemental regional guidelines to the Commission by May 8, 2026; and
- 1.6 **WHEREAS**, the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Joaquin Council of Governments, the Santa Barbara County Association of Governments, and the Southern California Association of Governments submitted their regional guidelines to the Commission by the May 8, 2026 deadline; and
- 1.7 **WHEREAS**, Commission staff has reviewed the above-named metropolitan planning organizations' 2027 Active Transportation Program Regional Guidelines and find that they were prepared in accordance with the policies described in the statewide 2027 Active Transportation Program Guidelines.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the regional guidelines proposed by the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Joaquin Council of Governments, the Santa Barbara County Association of Governments, and the Southern California Association of Governments (as shown in Attachment B) for the administration of the metropolitan planning organization competitive program of the 2027 Active Transportation Program as presented by Commission staff at the June 25-26, 2026 Commission meeting.

2027 Active Transportation Program Regional Guidelines

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1. Fresno Council of Governments
2. Sacramento Area Council of Governments
3. San Joaquin Council of Governments
4. Santa Barbara County Association of Governments
5. Southern California Association of Governments



FRESNO
Council of Governments

Cycle 8

**2027 REGIONAL COMPETITIVE
ACTIVE TRANSPORTATION
PROGRAM**

GUIDELINES

**To be adopted by Fresno COG Policy
Board**

April 30, 2026

**To be approved by the
California Transportation Commission**

June 25-26, 2026

2027 FCOG ACTIVE TRANSPORTATION PROGRAM GUIDELINES

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CYCLE 8

2027 FCOG ACTIVE TRANSPORTATION PROGRAM GUIDELINES

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INTRODUCTION

BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The California Transportation Commission (Commission) develops guidelines for each ATP cycle that describes the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Commission guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, small urban/rural and large MPO regional competitive programs. Large MPOs, such as Fresno COG, have the option of developing regional guidelines.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Regional Competitive Fresno Council of Governments ATP (Regional ATP). The Regional ATP Guidelines substantially follow those of the Commission, but include some differences based on the region's existing priorities. The guidelines were developed in consultation with FCOG's ATP Multidisciplinary Advisory Group (MAG). The MAG includes a representative from other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including transportation planning from Caltrans.

The Commission must approve these guidelines so that FCOG may carry out the ATP at the Metropolitan Planning Organization (MPO) level.

PURPOSE AND GOALS

Pursuant to statute, the purpose of the program of the Active Transportation Program (ATP) is to encourage increased use of active modes of transportation, such as biking and walking. The program goals stipulated in statute are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity using programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in statute, the ATP also considers state goals and provisions set forth in the Climate Action Plan for Transportation Infrastructure (also known as CAPTI), as applicable.

The Commission encourages applicants to apply for projects that provide a transformative benefit to a community or a region. The Commission hopes to fund one or more transformative projects that significantly expand the active transportation opportunities in a community or a region.

In alignment with the Commission's Racial Equity Statement, applicants are encouraged to create mobility opportunities for all Californians. The Commission is committed to funding projects that create accessible facilities designed to be useable by persons with or without disabilities. The Commission encourages projects that contribute to accessible mode shift and facilities that empower people to roll, walk, and bike to their destinations.

Authority

Senate Bill 99 (SB 99) (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the program.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The California Transportation Commission (Commission) may update these guidelines after conducting at least one public hearing. The Commission must make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission to comply with the amended guidelines.

The Regional ATP Guidelines were developed in consultation with the ATP Multidisciplinary Advisory Group (MAG), which represents local government agencies, public health and active transportation stakeholders.

PROGRAM SCHEDULE

The Commission will adopt a program of projects no later than December 3-4, 2026, designated in statute of each off-numbered year. Alternatively, the Commission may elect to adopt a program annually. The following schedule lists the major milestones for the development and adoption of the 2027 ATP.

The following schedule lists the major milestones for the development and adoption of the 2027 ATP:

Milestones	Date
MPO Regional Guidelines Submittal Deadline (optional)	May 8, 2026
MPO Regional Guidelines Approval by Commission	June 25-26, 2026
Statewide Project Application Deadline	June 22, 2026
Staff Recommendations Released (<u>Statewide Component, Small Urban and Rural Component</u>)	November 2, 2026
Regional Project Application Copies and Resolutions Due to FCOG	November 18, 2026
Program Adoption (Statewide Component, Small Urban and Rural Component)	December 3-4, 2026
Unprogrammed Project List Distributed to Large MPOs	December 2026
FCOG MAG Reviews and Scores Regional Projects	January 14, 2027
FCOG Project Recommendations to TTC/PAC for Approval	February 12, 2027
MPO Draft Recommended Program of Projects and Draft Documentation Package Deadline	February 19, 2027
FCOG Project Recommendations to Policy Board for Adoption	February 25, 2027
MPO <u>Final</u> Program of Projects Deadline	April 23, 2027
MPO Component Recommendations Released	June 2027*
MPO Component Program Adoption	June 2027*

* Exact dates will coincide with the Commission's adopted 2027 meeting calendar.

FUNDING OVERVIEW

Funding and Program Cycle

The total amount of funding available for each cycle of the ATP is published in the Fund Estimate which is adopted by the Commission prior to the call for projects. The Fund Estimate sets out the amount available in each component for the current program cycle. The ATP is funded from various federal and state funds appropriated in the annual Budget Act (**Please refer to Appendix A for Regional Fund Estimate**).

- 100 percent of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds.
- State Highway Account funds.
- Road Maintenance and Rehabilitation Account (SB 1) funds.

The 2027 ATP will program projects in state fiscal years 2027-28, 2028-29, 2029-30, and 2030-31.

DISTRIBUTION

The ATP funds will be distributed via three components: Statewide Component, Small Urban and Rural Component, and the Metropolitan Planning Organization (MPO) Component.

Each component must:

- Select projects through a competitive process.
- Distribute a minimum of 25% of the funds to projects that benefit disadvantaged communities.
- Distribute no more than 2% of the available funds to active transportation plans.

State and federal law direct the percentage of funds that must be distributed via each component. ATP funds must be distributed as follows:

- 1) Fifty percent to the Statewide Component
 - Projects are competitively awarded by the Commission
- 2) Ten percent to the Small Urban and Rural Component
 - Projects are competitively awarded by the Commission
 - Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less.
 - If a project is eligible for the MPO Component, it cannot receive funding in the Small Urban and Rural component.
 - Federal law segregates the Transportation Alternative Program into separate small urban and rural competitions based on their relative share of the state population.
- 3) Forty percent of ATP funds must be distributed to MPO Component
 - Projects are competitively awarded by eligible metropolitan planning organizations in consultation with the Commission and Caltrans.
 - Eligible metropolitan planning organizations must be urban areas with a population greater than 200,000.

- Funds are distributed to eligible metropolitan planning organizations based on total population. The apportionment for each metropolitan planning organization is identified in the ATP Fund Estimate.

MATCHING REQUIREMENTS AND LEVERAGING

Project funded by the Statewide ATP do not require a match.

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. FCOG encourages the leveraging of additional funds for a project by considering leveraging in the evaluation criteria for infrastructure projects. Leveraged funds are a financial commitment toward the cost of a project from a different funding source.

Funds expended by the local agency for pre-construction phases (Project Approval and Environmental Document (PAED), Plans, Specifications, and Estimates (PSE), and Right-of-Way (RW)) will be considered for leveraging points even if the funds were expended before the application deadline. Refer to section 7 in the Statewide ATP Guidelines for more information.

REIMBURSEMENT

The ATP is a reimbursement program for eligible costs incurred. An agency may begin incurring eligible costs upon allocation.

Costs incurred before Commission allocation approval and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement

Funding Restrictions

Projects on the state highway system and projects implemented by Caltrans require a Caltrans-approved Project Report.

Projects applying for funding in pre-construction phases must also apply for funding in the construction phase. Exceptions are outlined in Sections 13 and 14 of the Statewide ATP Guidelines.

The ATP will only fund:

- Projects scopes that have independent utility, meaning they must have standalone benefits.
- Projects that have a complete Project Study Report (PSR) or PSR equivalent.
 - The ATP application is considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule.
 - 1) If the PSR or equivalent focuses on the project phase(s) proposed for ATP funding, it must also provide at least a preliminary cost estimate for all phases.
 - 2) PSR guidelines are posted on the STIP page of the Commission’s website under “Background Information.”
 - Further guidance can be found in the Caltrans Project Development Procedures Manual.
 - Feasibility studies are not considered PSR equivalent documents
- Project scopes that further the purpose and goals of the ATP.
- Projects that meet the eligibility requirements specific to at least one ATP funding source listed in Section 4.

The ATP will not fund:

- A project that proposes installing new sharrows on a roadway that has a posted speed limit greater than 30 miles per hour. (Streets and Highways Code Section 891.9)
- A project that creates a Class III bikeway, unless, pursuant to Streets and Highways Code Section 2384 (b), any of the following apply:
 - 1) The Class III bikeway or marking is on a highway with a design speed limit of 25 miles per hour or less.

- 2) The project will implement improvements to reduce the design speed limit to 25 miles per hour or less.
 - 3) The project applicant demonstrates that the use of the Class III bikeway or marking is appropriate for the local community context and advances a lower stress environment or a low-stress network.
- Projects that are proposing to use ATP funds to supplant other committed funds.
 - Ongoing or existing non-infrastructure projects and related operations
 - Cost increases.
 - An implementing agency must provide evidence of its ability to absorb any cost overruns and deliver the project with no additional funding from the ATP.
 - The Commission will consider funding a cost increase for Caltrans nominated, on-system projects as described in Section 33 of the Statewide ATP Guidelines.

MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG’s Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

MAXIMUM FUNDING AWARD REQUEST

FCOG will only accept ATP funding awards of \$3,500,000 or less per project.

FUNDING SET-ASIDES

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. All regional projects will compete within the same funding source and will be scored accordingly. All Infrastructure projects will be scored based on the Infrastructure Criteria.

ELIGIBILITY

ELIGIBLE APPLICANTS

Implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies, and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement) with Caltrans.

- 1) Local, Regional or State Agencies-Examples include city, county, metropolitan planning organizations, and Regional Transportation Planning Agency.
 - Projects nominated by Caltrans must be consistent with local and regional priorities. Caltrans is required to submit documentation showing:
 - feedback solicited in advantage of applying that shows community support of the proposed project, and
 - no other fund source is available for the project, such as the State Highway Operations and Protection (SHOPP) funds.
 - Caltrans and metropolitan planning organizations, except for metropolitan planning organizations that are also regional transportation agencies, are not eligible to receive the federal Transportation Alternative Program funds apportioned to ATP.
 - Caltrans and metropolitan planning organizations may partner with another eligible entity to expand funding opportunities.
- 2) Transit Agencies – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- 3) Natural Resource or Public Land Agencies – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies

- State or local fish and game or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- 4) Public schools or School districts.
 - 5) Tribal Governments - Federally-recognized Native American Tribes.
 - 6) Private nonprofit tax-exempt organizations that are responsible for the management of public lands. The following restrictions apply:
 - Projects must be eligible for [Recreational Trails Program](#) funds.
 - Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails.
 - Projects must benefit the general public.
 - 7) Any other entity with responsibility for oversight of transportation or recreational trails that the Commission deems eligible. Eligibility should be established with the Commission staff before the application deadline.

PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to meet the application requirements, such as PSR equivalency, or enter into a Master Agreement with the State have the option to partner with another eligible applicant that can meet the requirements. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal- Aid Highway Program project are also encouraged to partner with an eligible applicant that can implement the project.

Projects that will be implemented by an agency other than the applicant must provide documentation of the agreement between the project applicant and the implementing agency with the project application. The implementing agency must assume responsibility for the project including ongoing operations and maintenance of the facility. The implementing agency is responsible and accountable for the use and expenditure of program funds as well as fulfilling the reporting requirements.

ELIGIBLE PROJECT TYPES

The ATP funds a variety of projects including capital projects, plans, and education and encouragement programs. Eligible projects for the ATP will be consistent with Streets and Highways Code Section 2382(f). Because some of the funds in the ATP are federal funds, all projects must be federal-aid eligible. Example projects can be found on Appendix A in the adopted Statewide ATP Guidelines.

- Infrastructure Projects: capital improvements that will further the goals of this program. Applicants may apply for the following project phases:
 - a) project approval and environmental document (PAED)
 - b) plans, specifications, and estimate (PSE)
 - c) right-of-way (RW)
 - d) construction (CON)
 - Applicants applying for funds in pre-construction phases must also apply for construction phase funding, with the exceptions noted in Section 13 and Section 21.
 - Applicants applying for projects on the state highway system must attach a completed State Highway System Project Impact Assessment Form to the application. This form can be obtained from the [Caltrans 2027 Active Transportation Program Website](#).
- 1) Plans: development of a community-wide active transportation plan.
 - Eligible plan types include bicycle, pedestrian, safe routes to school, or a comprehensive active transportation plan.
 - All plans must encompass or be predominantly located in a disadvantaged community.

- No more than 2% of funding may be programmed to Plan projects.
- 2) **Non-infrastructure (NI) Projects:** education, encouragement, and enforcement activities that further the goals of this program. Examples of NI activities can be found on Appendix C in the adopted Statewide ATP Guidelines.
 - **Combination infrastructure and NI project:** The NI project should be related to and enhance the infrastructure project
 - Applicants must ensure that the application and the project programming request (PPR) clearly reflect cost and schedule for both the capital project and the NI project.
- 3) **Quick-Build Projects:** interim capital improvement projects that further the goals of the ATP. **Only submittable to the MPO Component.**

PROJECT REQUIREMENTS

SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. However, ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

A. Disadvantaged Communities

For a project to contribute toward the disadvantaged communities funding requirement of 25%, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community.

Metropolitan planning organizations, in administering a competitive selection process for the MPO Component, may use different criteria for determining which projects benefit disadvantaged communities if the criteria are approved by the Commission prior to metropolitan planning organization's call for projects.

It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,
- Have a direct connection to the disadvantaged community, or
- Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- **Median Household Income:** The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<\$79,297.60). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (scores must be greater than or equal to 40.05). This mapping tool can be found [here](#) and the list can be found under [SB 535 List of Disadvantaged Communities](#).
- **National School Lunch Program:** At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the [California Department of Education website](#). Applicants

using this measure must indicate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criterion.

- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index](#) website.
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally recognized Native American Tribes).
- **Other:** If an applicant believes a project benefits a disadvantaged community but the project does not meet the above-mentioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that can be submitted under this category include:
 - Census data representing a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of that state median household income.
 - CalEnviroScreen data representing a small neighborhood or unincorporated area. To be considered under this category, the applicant must submit an assessment to demonstrate that the community's CalEnviroScreen score is at or above 40.05.
 - A Regional Definition such as "environmental justice communities," "equity priority communities," or "communities of concern." The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) or Sustainable Communities Strategy (SCS) by a metropolitan planning organization or regional transportation planning agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must serve the region's broader planning principles and should not be adopted solely for the purpose of applying to the ATP.

B. Safe Routes to School Projects

For a project to qualify for a Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to School infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

C. Recreational Trails Projects

Caltrans will ensure that trail projects that are *primarily* recreational meet the federal requirements of the [Recreational Trails Program](#) given that these projects may not be eligible for funding from other sources. However, trails that serve activetransportation purposes (such as multi-use paths, Class I bikeways, etc.) do not need meet the Recreational Trails Program requirements to be eligible for other ATP fund sources.

PROJECT SELECTION PROCESS

REGIONAL COMPETITIVE ATP PROJECT SELECTION

Fresno COG will hold a separate call for projects for the Regional Active Transportation Program and have a regional evaluation process. Applicants must apply for the Statewide ATP program for eligibility for the Regional ATP program. Fresno COG encourages all ATP projects first be submitted to the State ATP competitive program. Projects not selected for programming in the statewide competition must be considered in the regional competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the Commission and include all of the required documents.

In addition to the statewide ATP application form, applicants applying for the regional competitive ATP must complete the [supplemental application](#). If you did not submit an application to the statewide competitive ATP, your project will not be eligible for the Regional (MPO) competition. If a project is not funded at the Statewide level:

- It automatically moves into consideration for the regional competition.
- The applicant may submit a supplemental application to:
 - Down-scope the project (reduce cost/size), or
 - Provide a scalability plan (identify what can be built if partial funding is awarded).

PROJECT APPLICATION

Applications will be available on the [2027 Active Transportation Program Application Portal](#), “Submittable”, and must be submitted using the portal. The FCOG Regional ATP guidelines, supplemental application, and additional information will be available on the [Fresno COG website](#).

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP.

* A copy of the application submitted to the state MUST be submitted to FCOG at time of submittal to CTC.

Applicants must choose one of six applications depending on the project type and size. Applications for plans cannot be combined with another project type. When choosing an application for a capital project, applicants must consider the entire project cost, not only the ATP request amount. It is incumbent on the applicant to complete the correct application.

The six application types are:

- 1) Large Project application: projects with a total cost of more than \$10 million
 - 1a) Infrastructure only
 - 2a) Combination Infrastructure and Non-infrastructure
 - Projects that qualify for the large application have the option to apply for pre-construction phases.
 - Caltrans and Commission staff may conduct onsite field reviews on a random selection of projects using these applications. Field reviews are not indicative of the project’s likelihood to receive funding.
- 2) Medium Project application: projects with a total project cost of more than \$3.5 million to \$10 million
 - 2a) Infrastructure only
 - 2b) Combination infrastructure and Non-Infrastructure
- 3) Small Project application: projects with a total cost of \$3.5 million or less
 - 3a) Infrastructure only
 - 3b) Combination Infrastructure and Non-infrastructure
- 4) Non-infrastructure only application
- 5) Plan application
- 6) Quick-Build Projects (MPO Component Only)

- The 2027 ATP will include a Quick-Build Project Pilot Program in the MPO Component Only. Quick-Build Projects must be submitted directly to the metropolitan planning organizations as part of their supplemental call for projects. Quick-Build Projects will not be considered in the statewide competition.

REGIONALLY SCALED OPTIONS

All infrastructure projects will be scored based on the small infrastructure scoring criteria. If a large application was submitted to the state, an agency may choose to request pre-construction phases only in the regional ATP.

Applicants may **optionally** include a scalability plan or request only pre-construction phases to align with regional funding targets. If a scaled version is selected, the implementing agency must submit updated project documents, including the scope, budget, and PPR. Additional documentation may also be requested by Caltrans, the Commission, or Fresno COG.

SUBMITTAL REQUIREMENTS

Statewide applications must be submitted using the online ATP application portal. Applicants applying to the 2027 Statewide Active Transportation Program are not required to submit hardcopies to the Commission or FCOG. One (1) electronic application must be submitted to the Regional ATP program manager. A project application must include:

- FCOG Regional Supplemental Application (Appendix B), available at <https://www.fresnocog.org/project/active-transportation-program-atp/>
- A Project Programming Request (PPR) and the form, Part A4 for each project.
- Formal council/board/district resolution of local support for the ATP project
- Projects that will be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.
- A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed separately.
- All applications for projects within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT) must include a description of any project design elements intended to minimize exposure to air pollution and an explanation of the circumstances that make locating project components in close proximity to heavily traveled freeways or roadways unavoidable or an explanation of why this location was chosen. This item will not be scored.
- All applications proposing Class III bicycle improvements must provide a description of the facility addressing why it is necessary in the local context and disclose the speed limit (or proposed speed limit) on the relevant road. This item will not be scored.

ATP Program Manager:

Simran Jhutti

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559-233-4148 ext. 241

SCREENING CRITERIA

The Commission will screen all applications for program eligibility and use the correct application type. Applications for projects that are deemed completely ineligible or applicants that use incorrect application type will not be evaluated and given a score. In addition, during the review process, applications are screened by Commission and Caltrans staff for the following:

- The project application is complete, prepared, and submitted in accordance with the 2027 Guidelines and instructions provided therein.
- The project is consistent with an adopted regional transportation plan.
- The application demonstrates that all other funds for the proposed project are committed.
- The request for ATP funds is not supplanting other committed funds. a project that is already fully funded will not be considered for funding in the ATP.
- Eligibility of project: Project must be one of the five types of projects listed in Section 11 of the adopted Statewide ATP Guidelines.
- The total request for ATP funds meet the minimum amount outlined in Section 14 of the Statewide ATP Guidelines.
- The project applicant has not purposefully misrepresented information that could affect a project's score. Should this occur, all project submittals from the applicant may be removed from the current program cycle applicant pool as well as that of the subsequent cycle.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/criteria, and if the project application is incomplete. Projects not submitted for the statewide competition will not be deemed eligible for the regional program. Applicants with projects that are screened out will be notified as soon as non-eligibility has been determined. Please reference Section 16 in the adopted Statewide ATP Guidelines for further screening criteria requirements.

SCORING CRITERIA

Proposed applications will be scored based on the scoring topics included in this section. The chart below references the scoring topics and points allotted to the different types of applications, as well as the maximum number of points allowed for each scoring topic by application type. If a scoring topic is left blank, it is not applicable to that application type.

	Scoring Topic	Infrastructure or Infrastructure/Non-Infrastructure Applications	Plan Application	Non-Infrastructure Only Application
A.	Benefit to Disadvantaged Communities (DAC)	6	30	10
B.	Need	50	20	40
C.	Safety	25		10
D.	Public Participation and Planning	10	25	15
E.	Scope and Plan Layout Consistency and Cost Effectiveness			
F.	Scope and Plan Layout Consistency	5		10
G.	Implementation and Plan Development		25	
H.	Context Sensitive and Innovation			5
I.	Transformative Projects			
J.	Evaluation and Sustainability			10
K.	Leveraging	3		
L.	Corps Use (0 or -5)	0 or -5		0 or -5
M.	Past Performance (0 to -10)	0 to -10	0 to -10	0 to -10

N.	Consistency with FCOG adopted 2022 RTP or adopted ATP Plan	1		
	Total	100	100	100

- A. Benefits to Disadvantaged Communities. The applicant demonstrates the benefit provided to the disadvantaged community impacted by the project. The score is divided into three sections: direct benefits to the disadvantaged community, project location, the severity. This criterion also considers the applicant’s anti-displacement policies and actions are being implemented to discourage gentrification of the community.
- B. Need. The applicant demonstrates the need for the project and the project’s potential to increase active transportation modes. Applicants should consider children, older adults, students, working professionals, persons with disabilities, and mobility device users. The score considers need in the context of connectivity to key destinations including connections to transit, mobility to access everyday needs and service, and local public health concerns. The score is impacted by the applicant’s ability to demonstrate the active transportation needs of students
- C. Safety. The applicant must address the project’s potential for reducing active transportation users’ fatalities and injuries. The score considers the identified active transportation users as well as the history of pedestrian and bicycle collisions and the selected countermeasures. The applicants must demonstrate that the project location is a priority, and the project will remedy the identified safety hazards.
- D. Public participation and Planning. The application must clearly describe the project specific outreach and engagement activities conducted. The applicant must provide evidence of the engagement conducted and describe the community feedback received throughout the public participation process
- E. Scope and Plan Layout Consistency and Cost Effectiveness. Specific to the Large Project application. The application must demonstrate that the proposed project is maximizing the impact of ATP funds. The score is based on consistency between the maps, engineer’s estimate, and project scope. Other elements related to on-time delivery of the project and cost effectiveness are also considered.
- F. Scope and Plan Layout Consistency. Specific Medium and Small project applications and Non-infrastructure only applications. The score is based on consistency between the maps, engineer’s estimate, and project scope. Other elements related to on time delivery of the project are also considered, such as a realistic schedule and clear, complete project scope detail.
- G. Implementation and Plan Development. Specific to the Plan application. The score is based on evidence that the plan will lead to the implementation of the identified projects and the scope for developing the plan is clear, complete, and organized. The following priorities are established for funding plans:
 - 1) First priority: eligible applicants that don’t have any eligible plans: bicycle plan, pedestrian plan, safe routes to school plan, or active transportation plan.
 - 2) Second priority: eligible applicants that have at least one eligible plan, but not all.
 - 3) Third priority: eligible applicants that wish to update an eligible plan that is more than five years old.
 - 4) Lowest Priority: eligible applicants that wish to update an eligible plan that is five years old or less.
- H. Context sensitive bikeways/walkways and innovative project elements. Specific to Large and Medium Project applications. The score is based on the “recognized best” solutions appropriate for the local community. The applicant should discuss how the project advances a lower stress environment or a low-stress network for children, older adults, and persons with disabilities to safely walk, bike, and roll to key destinations. For infrastructure projects proposing a non-infrastructure element, the scope considers how the effectiveness of the program will be measured and how the program will be sustained after completion

- I. Transformative Projects. Specific to the Large Project application. The score is based on the transformative nature of the project in the context of other projects in the area and local policies or laws that encourage walking and biking and other forms of mode shift. The score also considers if the project is part of a larger walking and biking network, as well as local jurisdiction's goals and planning objectives for reducing pedestrian and bicyclist fatalities and injuries. Part of the score is also based on the potential for the project to support existing and planned housing, especially affordable housing.
- J. Evaluation and Sustainability. Specific to the Non-infrastructure only project application. The score is based on the applicant's plan to measure the effectiveness of the program as well as the plan to sustain the program beyond ATP funding. The score also considers whether the proposed tools and methods for evaluation are realistic and sustainable, and if the program adds lasting value to the community.
- K. Leveraging. Specific to the Large and Medium project applications. Points are awarded based on the amount of non-ATP funds committed to the project, Applications submitted by Tribal Governments (federally recognized Native American Tribes) and projects that are on Tribal Lands will be awarded the maximum points.
- L. Corps Use. Specific to all application types except the Plan application. Applicants must seek the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code. This applies to the construction of projects in accordance with Section 1524 of Public Law 112-141. Points are deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate.
 - Applicants must consult with the Corps every ATP cycle for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.
 - General information and instructions for consulting with the Corps on ATP projects can be found at the [California Conservation Corps website](#) or at the [California Association of Local Conservation Corps website](#).
 - The California Corps can be contacted at atp@ccc.ca.gov.
 - Certified local community conservation corps can be contacted at inquiry@atpcommunitycorps.org.
 - Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.
 - Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application
- M. Past performance. This applies to all application types. Applicant's performance on past ATP projects. Point reduction for non- use of the Corps as committed to in a past ATP award; adverse audit findings on a past ATP project that are the fault of the applicant; or project failure on any past ATP project.
- N. Consistency with FCOG adopted 2022 RTP, FCOG Regional Active Transportation Plan or an adopted local Active Transportation Plan. This may include Bicycle/Pedestrian, Master Trails, Vision Zero, or Safe Routes to School Plans. Must provide documentation highlighting the project listing on the adopted plan.

PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

If two or more project applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

1. Project readiness including, but not limited to, completed environmental documents
2. Highest score on the highest point value question
3. Highest score on the second highest point value question.

PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. Priority for participation in the MAG was given to those who would not represent a project applicant or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the adopted Statewide ATP Guidelines. The MAG will then recommend the project list to Fresno COG's Transportation Technical Committee (TTC), Policy Advisory Committee (PAC), and to the Policy Board for approval before requesting final approval from the Commission for the program of projects.

PROGRAMMING

Program of Projects

The ATP program of projects will be developed consistent with the adopted fund estimate and all statutory requirements. The Commission will adopt a program of projects for each component of the ATP no later than June 30 of each odd-numbered year. The Commission will adopt the Statewide and Small Urban and Rural components after conducting at least one public hearing.

If the Commission recommends a program of projects that is less than the capacity identified in the fund estimate, the unprogrammed balance will carry over to the next cycle.

The program of projects for each fiscal year will include, for each project, the amount to be funded from the ATP, and the estimated total cost of the project. In the case of a large project delivered in segments, include the total cost of the segment for which ATP funds are requested.

Project costs in the ATP will include the project approval and environmental document phase, the plans, specifications, and estimate phase, the right-of-way phase, the construction phase, and the construction non-infrastructure phase.

A project nomination may identify an implementing agency other than the applicant, The implementing agency assumes responsibility and accountability for the use, expenditure, and reporting of program funds.

Applicants and implementing agencies must comply with all relevant federal state laws, regulations, policies, and procedures. FCOG will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of ATP and other committed funding. FCOG will propose to fund projects with uncommitted funds only if a project is at the funding cut-off and there are not enough available funds to fund the full project. FCOG will consider funds as committed when the Commission adopts the program of projects or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. If a project is funded with federal funds, the cost of each project phase will be listed in the Federal Transportation

Improvement Program (FTIP) no earlier than the fiscal year in which the particular project phase can be implemented.

Every project programmed in the ATP must meet Project Study Report (PSR) equivalency requirements. Projects that do not have PSR equivalency must take corrective action before allocation of funds.

All infrastructure projects programmed in the ATP, including those in the MPO Component, must submit count data in accordance with policies included in these guidelines.

When proposing to fund only preconstruction phases for a project, the applicant must demonstrate how it intends to fund the construction of a useable segment, consistent with the regional transportation plan.

CONTINGENCY PROJECT LIST

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained with the amount of ATP funding available adopted in the ATP Fund Estimate. In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any cost savings, if a project is deleted from the program, or if the ATP is augmented. This contingency list will be in effect only until the adoption of the next programming cycle.

COMMITTED / UNCOMMITTED FUNDS

The Commission may choose to program a project with uncommitted funds for the following MPO Component:

- If the project is at the funding cut-off for a metropolitan planning organization and it has programmed up to the total funding apportioned in the fund estimate.

For more information on committed / uncommitted funds, refer to section 24 in the Statewide ATP Guidelines.

BASELINE AGREEMENTS

In accordance with the SB 1 Accountability and Transparency Guidelines the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater (all funds) or ATP funding in the amount of \$10 million or greater, including large infrastructure projects that are programmed with ATP funds in pre-construction phases only. Baseline agreements should reflect project scope, project cost, project schedule, and anticipated benefits, as set forth in the project application and programmed by the Commission.

PROGRAM/PROJECT AMENDMENTS

Implementing agencies who wish to request project amendments must obtain approval from all partner and funding entities before submitting these requests to the Commission. Implementing agencies must submit amendment requests in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, public support and benefits. Caltrans shall coordinate all amendment requests and utilize the Project Programming Request (PPR) form to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments.

Project amendments will be considered for the ATP as follows:

- Scope Changes – The Commission may consider changes to the scope of the project only as described below.
- Funding Distribution Changes – The Commission may consider a request to move funds between phases after a project has been programmed only as described below.
- Project Segmenting – the Commission may consider a request to segment a project into two or more segments only as described in the subsection below.

Schedule changes to a project will not be considered, however, time extensions are allowed as specified in the timely use of funds section. ATP will not fund any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

SCOPE CHANGES

The Commission will consider changes to the approved scope submitted in the project application to assist agencies in implementing their ATP projects and maximize the overall benefits of the ATP. An agency requesting a scope change must submit a request to Caltrans that includes the following:

- An explanation of the proposed scope change.
- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).
- An explanation of the methodology used to develop the estimates.
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.
- For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval

Caltrans will review the proposed scope change and forward the proposal along with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff may accept or deny minor scope changes and will present those that are accepted to the Commission as a part of the project allocation request. Minor scope changes are those that stay true to the project proposed in the application, with little or no impact to project benefits, strong public support, or increase the benefits of the project. If Commission staff denies approval of a minor scope change request, Caltrans, in collaboration with the requesting agency, may resubmit the scope change request as a major scope change for the Commission's consideration.

Commission staff will present recommendations to approve or disapprove major scope changes to the Commission as a project amendment agenda item at a regularly scheduled Commission meeting. Commission staff may recommend denying a scope change if the request dramatically changes the project scope and intent from what was approved in the application, or if there is a loss in benefits. The

Commission may approve or deny the scope change request, regardless of staff and Caltrans' recommendations.

Scope change requests must be submitted as soon as practicable following identification of the needed change, and prior to the allocation of any additional project phases. Scope change requests must be submitted prior to an agency requesting the allocation of construction funds, except in instances where the contract bid cost savings, as described in Section 35 of the adopted Statewide ATP Guidelines.

FUNDING DISTRIBUTION CHANGES

Agencies may request to move fund amounts between programmed phases, including Project Approval and Environmental Documentation (PA&ED), Plans, Specs and Estimates (PS&E), Right of Way (RW) and Construction (CON). Moving funds between phases will not increase the total programmed amount. The agency must show that the project remains fully funded and that the benefit of the project will remain the same or increase. All funding distribution change requests must be considered by the Commission for approval.

When preparing a request for a funding distribution change, agencies should consider the following:

- The request must be made prior to the state fiscal year in which the funds have been programmed.
- The funds that are part of the request cannot have been allocated.
- Funds programmed in construction cannot be moved out of construction.
- An agency may only request a funding distribution change once during the life of the project. Agencies should consider waiting until after the environmental review has been completed to submit a funding distribution change.

The notification to Caltrans must include:

- A revised Project Programming Request (PPR) that outlines the proposed funding distribution change.
- The reason for the proposed funding distribution change.
- The impact the proposed change would have on the overall cost of the project. The project must remain fully funded.
- A discussion of whether the funding distribution change will affect the benefit of the project as described in the project application

PROJECT SEGMENTING

The Commission will consider project segmenting requests that aid in the overall delivery of the project.

When preparing a request to segment a project, agencies should consider the following:

- In segmenting a project, phases or segments may not be reprogrammed to later years.
- An agency may only request to segment a project once during the life of a project.
- Segmenting must be approved prior to construction allocation. An allocated phase cannot be segmented.
- All Segments must be fully funded
- The implementing agency must continue to report on the project until all segments are completed.

Segmenting amendment requests must be submitted to Caltrans and include the following:

- An explanation of the proposed project segmentation.
- The reason for the proposed project segmentation.
- A map clearly showing each project segment or phase.
- Identify the scope, funding plan, and schedule for each segment. This includes segments without ATP funding but delivering any portion of the project scope that was originally programmed.
- Discuss how each segment of the project will be delivered and an estimated timeline for completing the overall project and each segment.

- Separate PPRs for each project segment.

Caltrans will review the proposed project segmenting request and forward the proposal along with Caltrans' written analysis and recommendation to Commission staff for the Commission's consideration.

ALLOCATIONS

When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. After receipt of the request, The typical time required, required to complete Caltrans review and recommendation and Commission allocation is 60 days. Allocation request deadlines are outlined on the Caltrans Active Transportation Program website.

The ATP does not fund cost increases. If there is a cost increase to the project, the implementing agency must submit an updated PPR that identifies the cost increase and the fund source that will cover the cost increase. If funding is not identified to cover the cost increase, the project component cannot be allocated. The implementing agency should work with the Commission and Caltrans to determine if the project can be delivered.

Allocation Review Process

Caltrans will review the allocation and provide a recommendation to the Commission for action. The recommendation from Caltrans must include:

- Determination of project readiness
- Availability of appropriated funding
- Availability of all identified and committed supplementary funding
- Consistency with the project's Baseline Agreement, if applicable
- Consistency with the project scope in the application or approved scope amendment
- For construction allocation recommendation, certification from Caltrans verifying that the Project's plans, specifications, and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Caltrans considers these projects Ready to List (RTL).
- For Projects receiving federal funds, verification from Caltrans that the project is in compliance the provisions of Titles 23 and 49 of the U.S. Code of Federal Regulations and Caltrans' processes and procedures for federally funded projects.

Allocation Requirements

- a) In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds to plans, specifications, and estimate; right-of-way; or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA).
 - Funds allocated to a non-infrastructure or plan project will be allocated as Construction Non-infrastructure (CON-NI) and must also be in compliance.
 - As a matter of policy, the Commission will not allocate funds, other than for the environmental phase, to a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.
- b) The Commission, as a Responsible Agency, must approve the environmentally cleared project for future funding consideration. The submission forms for this approval are available on the Commission website

For more information on allocation requirements, refer to section 28, in the Statewide ATP Guidelines.

PROJECT DELIVERY

LETTER OF NO PREJUDICE

The Commission will consider approval of a Letter of No Prejudice (LONP) when the implementing agency is ready to begin a project phase programmed in a future fiscal year and an allocation is not possible. Approval of the LONP allows the implementing agency to begin work and incur eligible expenses prior to allocation. An approved LONP does not relieve the implementing agency from the program requirements outlined in the Statewide ATP Guidelines. The LONP Guidelines are available on the Commission's website.

TIMELY USE OF FUNDS & TIME EXTENSIONS

The Commission expects certain deadlines to be met as programmed projects are implemented. If the expected deadlines are not met and a time extension is not approved prior to the expiration of a deadline, the ATP funds will lapse and will be deleted from the project phase. Lapsed funds are returned to the ATP for use in future cycles.

- Allocation deadline. Allocation for a programmed project phase must be requested in the fiscal year in which the phase is programmed. Funds programmed to a project expire on June 30 in the fiscal year in which the funds are programmed. An allocation request must be placed on a Commission meeting agenda no later than the June Commission meeting of the fiscal year in which the funds are programmed.
- Contract award deadline. The construction phase contract(s) must be awarded within six months of an approved allocation.
 - The implementing agency must not award the contract(s) for a project until the Commission has allocated the ATP funds programmed to the Construction phase and the Construction support phase.
- Project expenditure deadline (pre-construction). Funds allocated for project development (Project Approval and Environmental Document, Plans, Specifications, and Estimate), or Right-of-Way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the expenditure deadline.
- Project completion deadline. After award of the construction phase contract(s) (project completion), the implementing agency has up to 36 months to complete (accept) the contract(s). The implementing agency must invoice Caltrans for these costs no later than 180 days after the completion deadline.
 - At the time of construction phase allocation, the implementing agency may request that the Commission extend the deadline for completion of work and the liquidation of funds beyond the 36 months allowed for project completion if necessary to accommodate the proposed expenditure plan for the project.
- 10-year requirement. Projects must commence right-of-way acquisition or construction within ten years of receiving pre-construction funding (Project Approval and Environmental Document; Plans, Specifications, and Estimate) through the ATP. Projects must commence construction within ten years of receiving right-of-way funding through ATP. Otherwise, the implementing agency must repay the ATP funds, and the repaid funds may be made available for redistribution in a future ATP cycle.

Time Extensions

The Commission will consider extending the deadlines stated in Section 31, upon request of the implementing agency with the following requirements.

- An unforeseen and extraordinary circumstance beyond the control of the implementing agency has occurred to justify the extension.
- Extension requests should describe the specific unforeseen and extraordinary circumstances and identify the delay directly attributable to the circumstance.
- No deadline may be extended more than once.
- Each deadline extension request will be considered separately for each programmed project phase.
- The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.
- The extension request cannot exceed the maximum period of delay identified in this section. The implementing agency must submit a time extension request to Caltrans at least 60 days prior to the Commission meeting where the extension needs to be approved.
 - Except for allocation of funds, all time extension requests must be received by Caltrans before the expiration dates indicated in Section 32.
 - An allocation time extension request must be approved by the Commission before June 30 of the fiscal year the funds are programmed.
- Extension requests for a project in the MPO Component must include a recommendation by the metropolitan planning organization.
- Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the Commission for action.
- The Commission will consider a time extension request when it receives a time extension request with a recommendation from Caltrans.
- If a time extension is not approved prior to the expiration of a deadline, the ATP funds will be deleted from the project phase and the funds will be returned to the ATP.
- Quick-Build Projects must refer to Appendix D for information on the types of time extensions allowed.

For more information on types of extensions that may be requested, refer to section 32 in the Statewide ATP Guidelines. Extension requests for a project in the MPO Component must include a recommendation by the metropolitan planning organization.

FEDERAL REQUIREMENTS

Unless fully programmed for state-only funding, project applicants must comply with the provisions of Title 23 and 49 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Refer to the adopted Statewide ATP guidelines; section 25 for examples of federal requirements that must be met when administering ATP projects.

DESIGN STANDARDS

The implementing agency is responsible for complying with design standards for active transportation facilities. Bicycle design standards are outlined in Streets and Highways Code Sections 890 through 892. In addition to these sections, the Caltrans manuals also provide guidance.

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria pursuant to Streets and Highways Code Section 890.6.

Streets and Highways Code Section 891.9 requires that an agency cannot install a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection. For purposes of Section 891.9, “sharrow” means the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8. Refer to the adopted Statewide ATP Guidelines; section 34, for specific requirements.

PROJECT INACTIVITY

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation if proper justification is not provided.

PROJECT COST SAVINGS

Cost savings at contract award may be used to expand the project scope only if the expanded scope provides additional quantifiable active transportation benefits. The expanded scope will be considered a scope change amendment and must be reviewed and approved by the Commission prior to contract award (refer to Section 33, Scope Changes). All other contract award savings will be returned proportionally to the ATP at project completion.

Cost savings at project completion must be returned proportionally except when an agency has, after the project is programmed, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming.

When used in reference to project cost savings the word “proportionally” means that savings will be returned to each funding source based on the percentage contributed from the respective source.

Project savings, including savings from projects programmed in the MPO Component, will return proportionally to the ATP and will be made available for programming in subsequent cycles.

PROJECT CANCELLATION

If an implementing agency elects to cancel a project, the agency must cease all invoicing and relinquish any remaining funds to the program. The implementing agency must submit a letter signed by the Chief Executive Officer, Public Works Director, or other officer authorized by its governing body addressed to the Commission’s Executive Director that includes the following information:

- Reason for project cancellation
- Efforts made to avoid cancellation
- Lessons learned from challenges faced

The appropriate Regional Transportation Planning Agency should be copied on the letter.

Project cancellations in the PA&ED, PS&E, and R/W phases require repayment of the reimbursed ATP funds if the investment does not result in a physical improvement within ten years. Project cancellations directly related to compliance with another federal and/or state law, such as NEPA and CEQA, do not require repayment. If an implementing agency determines repayment is not required on a project canceled in the PA&ED, PS&E, or R/W phase, the implementing agency must submit a written request to Caltrans. Caltrans will review the request, obtain FHWA concurrence for federally funded projects, and forward the request and a written recommendation to the Commission staff for the Commission’s consideration.

REPORTING

The Active Transportation Program will be evaluated for its effectiveness in increasing the use of active modes of transportation in California.

The Commission will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds and will include a summary of its activities relative to the administration of the ATP.

Successful applicants, including those selected in the MPO Component, are required to submit project reports and performance metrics for each of their programmed projects as noted in the below. Consequences for noncompliance are outlined below.

Consequences

Caltrans will provide a written warning to an agency that is currently not in compliance with the reporting requirements outlined in these guidelines. Caltrans will also establish a corrective action plan with the agency to ensure timely collection of user counts.

Consequences for noncompliance include:

- A written warning
- Placement on a watch list presented to the Commission
- A required appearance before the Commission

Agencies that never provide performance metric data for an awarded project may have further consequences:

- Ineligibility for future allocations and programming actions
- Reduced reimbursement

PERFORMANCE METRICS

Successful applicants, including those selected in the MPO Component, are required to submit performance metrics for each of their programmed projects as noted below.

Agencies that do not provide the required performance metrics data by the requested deadline may face disciplinary consequences.

A. Policy on User Counts

The Commission Policy on User Counts was adopted to ensure that implementing agencies collect user counts in accordance with these Guidelines and the Count Methodology Guide (Count Guide). User counts help to inform the ATP's progress toward achieving its statutory goal of increasing walking and biking.

Implementing agencies must comply with the Count Guide which provides standard expectations for estimating user per data for each type of ATP project. In addition, the Count Guide seeks to follow national best practices and accommodate existing regional pedestrian and bicycle count methodologies across California.

Submittal Requirements:

Every project with programmed construction funds, including non-infrastructure and combination projects, are required to submit before and after user counts and report them in accordance with the Count Guide. Agencies that receive ATP funds to create a plan are not required to conduct counts.

User Counts must be submitted three times, once before the start of construction, a second time at construction completion, and a third time five years after construction completion, in accordance with the Count Guide.

B. Other Performance Metrics

Successful applicants must submit performance metric data to Commission and Caltrans staff upon request.

The Commission will use the California Active Transportation Benefit-Cost Tool to provide a program-level summary of expected benefits for the 2027 Active Transportation Program. The tool was developed by the Commission, Caltrans, and the UC Davis BicyclingPlus Research Collaborative to estimate active transportation benefits. The tool estimates safety benefits, mode shift, reductions in vehicle miles traveled, and total reductions in greenhouse gas emissions.

Project Reporting

The purpose of all required reports is to ensure that the project is executed on time and is within budget, and that it delivers the scope and benefits identified in the project application. The ATP program adheres to the accountability and reporting requirements set forth in the SB1 Accountability and Transparency Guidelines, which apply to all projects programmed in the ATP.

All implementing agencies must submit regular progress reports, a completion report and a final delivery report to Caltrans. Implementing agencies should refer to the [Local Assistance website](#) for details. Implementing agencies must submit photographs of the completed project as part of the Completion Report. Photos showing people using the facility are best. If there are recognizable faces in the photos, the agency must include a photo release waiver with the report. Photographs of the completed project should be at least 300 dots per inch (DPI). Implementing agencies will also be encouraged to submit photographs of the project with progress reports when significant project milestones are achieved.

Projects transferred to the Bureau of Indian Affairs or another federal agency must comply with the reporting requirements set forth by the Bureau of Indian Affairs or the other federal agency. Projects transferred to the Bureau of Indian Affairs are not required to report to Caltrans. The implementing agency is encouraged to notify Caltrans when the project is completed.

Caltrans will track the delivery of ATP projects and submit to the Commission the required reports showing the delivery of each project phase.

AUDITS

The audit requirements are outlined in the [Commission's Accountability and Transparency Guidelines](#) and will be required for all projects programmed in the ATP.

PROJECT SIGNAGE

For all projects receiving SB 1 funds, the implementing agency must include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017 (or Rebuilding California Funds). All projects receiving Federal Trust funds (Infrastructure Investment and Jobs Act Funding) must use the Investing in America logo in alignment with the Investing in America Signage Guidelines. In addition, the signage should include the Commission official logo which can be requested from the Clerk of the Commission.

The signage should comply with applicable federal and state laws, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices,

Reference the Commission Project Funding Identification Sign webpage for additional details and requirements about project construction signage.

TITLE VI REQUIREMENTS

Title VI of the Civil Rights Act of 1964, U.S.C. 2000d et seq. (“Title VI”) prohibits discrimination on the basis of race, color, national origin in any program or activity that receives federal funds or other federal financial assistance.

All projects programmed for Active Transportation Program funds shall comply with Title VI requirements, as follows:

- The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.
- The implementing agency will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. The implementing agency will comply with all federal and state statutes and implementing regulations relating to nondiscrimination.

*A current list of Title VI nondiscrimination and related authorities is available on the [Commission’s website](#).

APPENDIX A – Fund Estimate

Fresno Council of Governments

2027 Active Transportation Program Cycle 8 Regional Share

FY 2027-28 through FY 2030-31

ATP Regional Share (\$ in thousands)

Fund Source	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	Total
State	\$1,392	\$1,112	\$377	\$377	\$3,258
Federal	\$202	\$1	\$1,701	\$1,727	\$3,631
Total ATP Regional Share	\$1,594	\$1,114	\$2,077	\$2,104	\$6,889

Per SB 99, 25% of overall program funds shall benefit disadvantaged communities.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 30th day of April, 2026.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kingsburg, Mendota, Orange Cove, Reedley, Sanger, San Joaquin, Selma

NOES: None

ABSTAIN: None

ABSENT: Kerman, Parlier, Fresno County

Signed:  _____
Victor Martinez, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 30th day of April, 2026.

Signed:  _____
Robert Phipps, Executive Director

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2027

**REGIONAL ACTIVE
TRANSPORTATION PROGRAM
POLICY FRAMEWORK**

EL DORADO, PLACER, SACRAMENTO,
SUTTER, YOLO, AND YUBA COUNTIES



The purpose of the Regional Active Transportation Program (Regional ATP) is to increase and attract active transportation users and provide facilities for walking and bicycling in urban, suburban, and rural portions of the region and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

EDCTC, PCTPA, and SACOG invest regional funds in infrastructure and non-infrastructure projects benefitting active transportation. ATP funds from the State of California provide an important additional funding source for active transportation projects.

1. Program Goals

California Senate Bill (SB) 99 establishes six program goals that provide a foundation for the state and regional programs:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §2009);
- Enhance public health, including reduction of childhood obesity, through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Program Schedule and Funding Years

The following schedule lists all the major milestones for the development and adoption of the 2027 Regional Active Transportation Program:

Statewide Call for Projects	March 19-20, 2026
Statewide ATP Deadline	June 22, 2026
Regional ATP Call for Projects	June 22, 2026
Project applications due to SACOG	September 30, 2026
Statewide Recommendations Released	November 2026
SACOG staff funding recommendations	March 2027
SACOG Board adopts funding recommendations	April 2027
SACOG funding recommendations submitted to CTC	April 2027
CTC adopts SACOG selected ATP projects	June 2027

Funding Sources and Distribution

The Statewide ATP is funded by various federal and state funds. The regional funding distribution required per the California Transportation Commission (CTC) ATP Guidelines is 40 percent to MPOs. The programming capacity for the 2027 Regional ATP will be for state fiscal years 2027-28, 2028-29, 2029-30, and 2030-31. The full fund estimate may be found in CTC ATP Guidelines.

One Time Allocation of Carbon Reduction Program Funding

In 2023, the SACOG Board authorized a set-aside of Carbon Reduction Program (CRP) funding dedicated to class I multi-use bicycle and pedestrian path (trail) projects. This funding will be competitively available through Cycle 8 of the Regional ATP. The highest scoring trail projects on the list will be first assigned CRP funds until all funds are programmed and any remaining high scoring trail projects will be funded with remaining ATP funds, consistent with the evaluated and prioritized project list. To be eligible, projects must be in the 2026 Regional Trail Network Implementation Strategy. Projects funded with CRP funds will be competitively scored using the same criteria and method as the Regional ATP. The CRP funds require the same match as the Regional ATP – 11.47 percent. Projects awarded CRP funding will be programmed separately from the ATP funds and will not be required to be allocated or approved by the CTC. In the event that a trail project is partially awarded CRP and ATP funds, SACOG staff will work with the project sponsor to allocate in the proper manner.

SACOG Region Four-Year Funding Estimate Table

Funding Years	2027-2028	2028-2029	2029-2030	2030-2031	4-Year Total
State	\$3,502,000	\$2,798,000	\$948,000	\$948,000	\$8,196,000
Federal	\$508,000	\$3,000	\$4,278,000	\$4,345,000	\$9,135,000
CRP Funds					\$3,187,434
Subtotal	\$4,011,000	\$2,801,000	\$5,226,000	\$5,293,000	\$20,518,434

2. Funding Recipient Requirements

Recipients must adhere to statewide ATP reporting requirements for documenting project progress, final delivery, and performance metrics.

3. Eligible Project Types

Eligible projects must demonstrate consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that is amended every four years. Specific bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Eligible projects must meet the requirements established in the State ATP Guidelines.

Regional ATP funds may be used for construction, preliminary engineering, environmental work and design, right-of-way, non-infrastructure programs or projects, and community-serving plans. Selected projects must support the performance outcomes identified in the sections below.

Because the ATP is a competitive State of California program implemented by the CTC, distributing both state and federal funding, projects likely to receive federal funding will need to meet federal requirements.

Project Types

1. **Infrastructure Projects:** Capital projects that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. If you are unsure if your project has a PSR or PSR equivalent, please reach out to SACOG staff and we will help you determine a path forward.
2. **Plans:** The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
3. **Non-infrastructure (NI) Projects:** Education and encouragement programs that further the goals of the ATP. SACOG will focus on funding start-up projects, which is a project that starts a new program where one does not currently exist. Start-up projects must demonstrate how the program is sustainable after funding is exhausted. The program cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for funding as long as the existing program will be continued with other funds.
4. **Infrastructure projects with non-infrastructure components:** These are capital projects with education or encouragement components. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project. When the non-infrastructure component is dependent on the infrastructure project, and its implementation must occur after the completion of the infrastructure project, the project schedule and project programming request must clearly reflect the sequential delivery of both components.
5. **Quick-Build Projects:** Quick-build projects are interim capital infrastructure projects that further the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials but last from one year to five years. See Appendix D of the CTC Guidelines for more details.

Ineligible Project Types

Projects ineligible for ATP funds include projects in new developments that are considered “good practices” according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, feasibility studies, and bicycle racks for carpools, vanpools, or private vehicles.

4. Project Selection

Roles in Project Selection

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. To compete in the regional program, applicants are responsible for submitting a regional application to address Regional ATP criteria and emphases, using information derived from their State ATP application whenever possible. Applicants are strongly encouraged to apply for each competing project to the State ATP prior to competing in the Regional ATP. Applicants are encouraged to discuss potential ATP projects with their respective Regional Transportation Planning Agency (RTPA) staff and may identify a reduced scope version of their state-submitted project for the Regional ATP competition.

The **Regional ATP Team** is responsible for ensuring the final Regional ATP funding recommendation to the SACOG Board of Directors and CTC addresses all funding source requirements. Representatives from the three RTPAs in the region (EDCTC, PCTPA, and SACOG) form the Regional ATP Team.

The **Active Transportation Working Group** is responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP. It is comprised of a minimum of seven members with expertise in the areas of land use planning, bike/ped planning, project engineering, first-mile/last-mile access to transit, health and equity, and the impact of transportation infrastructure on greenhouse gas emissions. The multidisciplinary Working Group will be recruited from partner organizations and stakeholder groups from across the region.

Project Screening

A Regional ATP Team will screen applications for eligibility. Applications will be removed from the competitive process if they fail to meet these screening criteria:

1. Project is one of the eligible types of non- infrastructure, plans, infrastructure, or a combination of infrastructure and non- infrastructure as identified under “Eligible Project Types”.
2. Project is consistent with the MTP/SCS or the Regional Transportation Plan of EDCTC or PCTPA.
3. Project must be ready for inclusion in the Metropolitan Transportation Improvement Program, with project scope and cost. The project application may include the cost of preparing environmental documents. When project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project’s cost effectiveness, and updated analysis of the project’s ability to further the goals of the program must be submitted to the appropriate RTPA (EDCTC, PCTPA, or SACOG) for re-evaluation following completion of the environmental process.
4. Project is eligible for ATP funding.
5. Project meets the minimum dollar amount for an infrastructure project or non-infrastructure project and includes at least 11.47 percent of non-ATP funding as leverage. Leveraged funds may be from previously completed project phases or project-specific planning and development, (e.g. a feasibility study, corridor-specific plan, environmental phases).
 - a. Infrastructure project minimum is \$282,390 (\$250,000 funding request + \$32,390 leverage)

- b. Non-Infrastructure project minimum is \$56,478 (\$50,000 funding request + \$6,478 leverage)
6. Public Participation & Planning: The applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.
7. Partnering with Community Conservation Corps: The applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.

Evaluation Process

Following the Project Screening process, the Regional ATP Team will forward eligible projects to the Working Group for evaluation. The Regional ATP Team will also remove projects recommended for funds through the statewide Cycle 8 funding competition from further consideration for the Regional ATP once recommendations for Statewide ATP awards are released.

The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section, except for criteria scored by the Regional ATP Team. Working Group members will not vote or comment on applications from their own organizations or organizations with which they are affiliated. The Working Group and/or SACOG staff reserves the right to contact applicants by phone, email, or schedule a meeting during the evaluation process for additional information to address questions related to the scope of work, budget, timeline, and performance considerations. The Working Group will use all information available to develop a draft ranked list.

The Regional ATP Team will identify high-ranking projects to nominate to the Working Group for full funding from the draft ranked list and develop a recommendation of the next tier of high-ranking projects for further discussion and evaluation. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 40 percent of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the regionally defined minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a complete package of projects.

An applicant may claim any definition of a disadvantaged community cited in the State ATP Guidelines. Those criteria are:

- **Median Household Income:** (Table ID B19013) is less than 80 percent of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<\$79,297.60). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25 percent in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping

tool can be found here (<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>), and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".

- **National School Lunch Program:** At least 75 percent of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria.
- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The interactive map and the direct data can both be found on the [California Healthy Places Index website](#).
- **Native American Tribal Lands:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).
- The region-specific definition of disadvantaged community can be found in the 2025 Blueprint Appendix E - Plan Performance. This includes Areas of Persistent Poverty Census Tracts, High Birth Rate and High Marriage Rate areas, CalEnviroScreen 4.0 - Top 25th Percentile, Equity Priority Communities, and/or Tribal Lands. SACOG has identified a regional target investment level of 40 percent of investment in projects providing a meaningful benefit in disadvantaged communities, which will be monitored by the Regional ATP Team and shared with the Working Group during the development of the final funding recommendation.

Evaluating Project Performance

Projects will be scored 0 to 95 points by the Working Group based on the criteria described below using quantitative and qualitative project information.

1. Project increases walking and bicycling by connecting people to destinations (*15 points*) and strengthening the regional active transportation network (*20 points*) with solutions designed for the intended users (*10 points*). **0-45 points**
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-20 points**
3. Project demonstrates cost effectiveness while bringing value to the active transportation network. **0-5 points**
4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing vehicle trips today and over time, as established pursuant to SB 375 and SB 391, with special consideration given for projects demonstrating consistency with Green Means Go. **0-10 points**

5. Project supports economic prosperity goals and strategies in the project area. **0-10 points**
6. Applicant demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**
7. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the regionally identified 40 percent minimum is not met.** (Please refer to the Evaluation Process section.)

Points Awarded by Regional ATP Team

Regional Trail Network Points

Projects will be scored an additional 0 to 3 points by the Regional ATP Team and added to the Working Group scores described above, as follows.

1. Project is identified as a project in the 2026 Regional Trail Network Implementation Strategy
 - a. Project is identified in tiers 1-3 (3 points)
 - b. Project is listed as a study corridor and is taking steps towards implementation (2 points)
 - c. Project is considered a supportive action (safe and comfortable crossings or infrastructure clearly connecting to the trail network) (1 point)
 - d. Project is not a part of the Regional Trail Network (0 points)

Performance on Past Grants

Applicant demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**



SACOG Board of Directors

Action Minutes

The SACOG Board of Directors met in person consistent with Government Section 54953 on March 19, 2026, at 10:00 a.m. at Sutter Health Park, 400 Ballpark Drive, West Sacramento, CA.

Call to Order: Chair Gayaldo called the meeting to order at 10:02 a.m.

Present: Directors Bains, Boomgaarden, Rollins (for Branscum), Bulahan, Chapdelaine, Chapman, Clark-Crets, Clerici, Desmond, Dowdin Calvillo, Early, Houdesheldt, Hume, Jones, Kennedy, Kozlowski, Loren, Maple, McCully, Sander, Lopez-Taff (for Schaefer), Suen, Teter, Veerkamp, Vega, Villegas, Vice Chair Bradford, Chair Gayaldo, and Ex-Officio Member Takhar (for Aceves)

Absent: Directors Andreatta, Jennings and Rodriguez

Public Communications: None

Presentation:

- Welcome to West Sacramento

Mayor Guerrero, Aaron Laurel (City Manager), Director Early and Director Villegas welcomed the board to West Sacramento.

The Sacramento Area Council of Governments adjourned at 10:20 a.m., and convened as the Capitol Valley Regional Service Authority for Freeways and Expressways. The CVR-SAFE board adjourned at 10:21 a.m. and the SACOG board reconvened.

Consent: It was moved, seconded (Kozlowski/Bains) and passed by unanimous vote that the following Consent items be approved:

1. Minutes of the February 19, 2026, Board Meeting
2. Transportation Development Act Claims for City of Galt, City of Winters and Sacramento County
3. 2027 Regional Active Transportation Program Policy Framework
4. Trails Technical Assistance Program Request for Proposals
5. Revised Local Transportation Fund Findings of Apportionments for Sacramento County for Fiscal Year 2025-2026
6. Local Transportation Fund Findings of Apportionment for Fiscal Year 2026-2027
7. State Transit Assistance Fund Allocation for Fiscal Year 2026-2027
8. Scope Change for an Awarded Engage, Empower, Implement Project in Sutter County
9. 2023 Community Design Funding Program – Amendment Request for the City of Wheatland

10. Green Means Go Grant Submittal – Factory-Built Housing Regional Pilot Program
 11. PULLED FROM THE CONSENT CALENDAR – SEE BELOW
 12. Request for Proposals for Consultant Support for the Reconnecting Communities & Neighborhoods Grant Community-Based Organization Working Group
 13. 2022 Green Means Go Funding Round – Amendment Request for the City of Sacramento
 14. State of Good Repair Fund Allocation for Fiscal Year 2026-2027
 15. Fiscal Year 2021-2022 State of Good Repair Project Changes for Unitrans
 16. Resolution for Transit Representation on Metropolitan Planning Organizations & Governance Update/MOU
-
11. Approve Participation in Water Forum Agreement 2050

Director Houdesheldt requested that this item be pulled from the Consent calendar for additional discussion. It was moved/seconded (Houdesheldt/Kozlowski) and unanimously approved that:

THE BOARD APPROVE AND ADOPT THE CMAQ AND STBG FUND ESTIMATE AND PROGRAM BUDGET AND AUTHORIZE STAFF TO OPEN THE 2026 FEDERAL FUNDING CYCLE CALL FOR PROJECTS.

Action:

17. 2026 SACOG Federal Funding Cycle

David Pape, SACOG staff, presented the report. It was moved, seconded (Dowdin Calvillo/Suen) and passed by unanimous vote that:

THE BOARD APPROVE AND ADOPT THE CMAQ AND STBG FUND ESTIMATE AND PROGRAM BUDGET AND AUTHORIZE STAFF TO OPEN THE 2026 FEDERAL FUNDING CYCLE CALL FOR PROJECTS.

18. Mobility Zones Early Action Project Approval

Kathleen Aziz, SACOG staff, presented the report. It was moved, seconded (Loren/Clerici) and passed by unanimous vote that:

THAT THE BOARD AWARD \$8.7 MILLION OF IMPLEMENTATION FUNDS TO THE SIX MOBILITY ZONES EARLY ACTION PROJECTS AS SHOWN IN ATTACHMENT B.

Verbal public comment was provided by Autumn Bernstein, Yolo Transportation District, in support of the projects, specifically the Woodland transit center project.

19. Approve Draft Budget and Overall Work Program and Adopt Salary Schedules for Fiscal Year 2026-2027

Loretta Su, SACOG staff, presented the report. It was moved, seconded (Suen/Dowdin Calvillo) and passed by unanimous vote that:

THE BOARD APPROVE RELEASE OF THE DRAFT BUDGET/OWP FOR FY 2026-2027 FOR PUBLIC COMMENT AND ADOPT THE SALARY SCHEDULES FOR FY 2026-2027.

Workshop:

20. City of West Sacramento Presentation

Aaron Laurel, West Sacramento City Manager, provided the workshop.

Reports:

15. Chair's Report, Board Members' Reports and Executive Director's Report
Chair Gayaldo, Board Members, and James Corless gave their reports.

Adjournment: The meeting was adjourned at 11:35 a.m.

Approved by:



James Corless
Executive Director

Approved by:



Jill Gayaldo
SACOG Board Chair

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**2027 REGIONAL
ACTIVE TRANSPORTATION PROGRAM
GUIDELINES**



**San Joaquin Council of Governments
March 2026**

**SAN JOAQUIN COUNCIL OF GOVERNMENTS
2027 REGIONAL ACTIVE TRANSPORTATION PROGRAM
GUIDELINES**

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I. Introduction

1. Background

The Active Transportation Program (ATP) is a competitive statewide program created to encourage the increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) created the ATP. Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The ATP distributes the total annual funding capacity among three programs, with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, and 50% going to the statewide program. All funding must be competitively awarded and at least 25% of funds in each program must benefit disadvantaged communities. The ATP has two separate grant processes, one led by the California Transportation Commission (CTC) and the other led by the ten large MPOs, including the San Joaquin Council of Governments (SJCOG).

These guidelines describe the policies, standards, criteria, and procedures for the development of the San Joaquin Council of Governments 2027 Regional Active Transportation Program.

Regional Stakeholder Engagement

These guidelines are a result of extensive stakeholder and public engagement with SJCOG's member jurisdictions. SJCOG staff convened an ad-hoc committee made up of volunteers from throughout the region to update the region's Active Transportation Program (ATP) Cycle 8 Program Package. The ad-hoc committee was made up of five representatives from the County of San Joaquin; the cities of Manteca, Tracy, and Mountain House; and a member from SJCOG's Citizen Advisory Committee (CAC), a group of community members that represent the geographical, social, cultural, and economic diversity of the region. The ad-hoc committee met monthly from December 2025 to February 2026 to review the guidelines and supporting documents for improvements, consistency, and compliance. Committee members also collaborated with SJCOG staff to update Cycle 8's Application, Scoring Rubric, and Scorecard.

2. Program Goals

The purpose of the ATP is to encourage the increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity using public programs including, but not limited to, projects eligible for Safe Routes to School Program funding.

- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

3. Program Schedule and Funding Years

The programming capacity for the 2027 Regional Active Transportation Program will be for state fiscal years 2027/28 through 2030/31. The table below lists the major milestones for the development and adoption of the 2027 Regional Active Transportation Program:

Milestone	Date
Final ATP Guidelines adopted by CTC	Mar 19-20, 2026
ATP Fund Estimate adopted by CTC	Mar 19-20, 2026
Call for Projects Opens (Statewide Program)	Mar 19-20, 2026
MPO Guidelines Due to CTC	May 8, 2026
MPO Guidelines Adopted by CTC	Jun 25-26, 2026
Statewide Project Application Deadline to CTC	Jun 22, 2026
Regional Project Application Deadline to SJCOG	Aug 30, 2026
Staff Recommendations for Statewide and Small Urban & Rural Components Posted	Nov 2, 2026
Statewide Project List adopted by CTC	Dec 3-4, 2026
Regional Project Programming Recommendations due to CTC	Apr 23, 2027
Adoption of MPO Selected Projects	Jun 2027

III. Funding

4. Sources

The 2027 Regional Active Transportation Program is funded by the following state, local, and federal funding sources:

- State Active Transportation Program (ATP)

5. Funding Distribution

The 2027 Regional Active Transportation Program will be distributed as follows:

- State Active Transportation Program – \$5.322 million (per California Transportation Commission’s Fund Estimate, January 2026)

6. Matching Fund Requirements

SJCOG does not require a funding match for the 2027 Regional Active Transportation Program.

7. Leveraging Funds

The regional ATP program will only consider leveraged funds for plans, non-infrastructure, and small infrastructure projects since the statewide ATP program considers leveraged funds for medium and large infrastructure projects in its evaluation process. However, applicants are not required to leverage funds.

SJCOG will only consider cash funds for leveraging. Pre-construction phase activities funded by the applicant will be considered for leveraging even if the funds were expended before the application deadline. Funds expended for ineligible program costs and activities will not be considered as leveraged funding.

In-kind, non-infrastructure, staff time, or non-participating funds are not eligible for leveraging. Except for State Transportation Improvement Program (STIP) funding, SJCOG will only consider funds that are not allocated by the CTC as eligible leverage funds on a project-specific basis. Leveraging funds may include Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds, other Measure K formula funds, or other federal or local funds.

Applicants must provide a complete, phase-by-phase project funding plan through construction that demonstrates that any competitive ATP funding and leveraged funding in the plan (i.e., local, federal, state, and private funds) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. The letter of commitment must be signed by the Chief Executive Officer or other officer authorized by the applicant’s governing board. Applicants without a signed letter of commitment will not receive leveraging points. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board, or council resolution, etc.

8. Funding for Active Transportation Plans

Funding from the Active Transportation Program may be used to fund the development of community-wide active transportation plans, including bicycle, pedestrian, safe routes to schools, or comprehensive active transportation plans. State ATP funding can only be used to fund plans within a disadvantaged community or for area-wide plans that encompass at least one disadvantaged community. A list of the components that must be included in an active transportation plan can be found in the CTC's 2027 ATP Guidelines, Appendix A.

9. Fifty Percent (50%) Agency Cap

No agency or project may be awarded more than 50 percent of all available funds identified in the call for projects. If a project's total costs exceed more than 50 percent of the available funds, then the project would only be eligible for partial funding (i.e., up to 50 percent of the available funds). As with any partially funded project, SJCOG offers the applicant the right of first refusal or the opportunity to submit a scaled down version of the project scope. Any scaled down version of the project scope must provide a proportionate level of benefits, compared to the original project. If the applicant refuses to submit a scaled down project scope, then the award will be withdrawn.

10. Two Percent (2%) Cap on Plan Projects

Only 2% of State ATP funds allocated to MPOs may be used to fund active transportation plans. Therefore, where possible, plans should be funded through other means.

11. Reimbursement

The ATP is a reimbursement program for eligible costs incurred from a project. For an item to be eligible for reimbursement through Caltrans, the item's primary use or function must meet the program purpose and at least one program goal.

Reimbursement is requested through the invoicing process detailed in the Caltrans Local Assistance Procedures Manual, Chapter 5, Invoicing. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed), are not eligible for reimbursement.

III. Eligibility

12. Eligible Applicants

Eligible applicants for the Active Transportation Program are specified in the CTC's 2027 ATP Guidelines and are listed below.

Only applications that have been submitted, reviewed, and scored in the Statewide Active Transportation Program will be accepted for consideration in the Regional Active Transportation Program. There is no limit on how many applications an eligible entity can

submit.

The following entities within the State of California are eligible to apply for ATP funds:

1) Local, Regional, or State Agencies. Examples include city, county, MPO*, and Regional Transportation Planning Agency.

2) Caltrans.*

- Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
- Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources such as the State Highway Operations and Protection Program (SHOPP).

3) Transit Agencies. Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

4) Natural Resources or Public Land Agencies. Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies.
- State or local fish and game or wildlife agencies.
- Department of the Interior Land Management agencies.
- U.S. Forest Service.

5) Public schools or school districts.

6) Tribal Governments – federally recognized Native American Tribes.

- Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.

7) Private nonprofit tax-exempt organizations that are responsible for the management of public lands may only apply with projects eligible for [Recreational Trails Program](#) funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

8) Any other entity with responsibility for oversight of transportation or recreational trails

that the Commission determines to be eligible. Eligibility should be established with Commission staff before the application deadline.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

13. Partnering With Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and non-profit organizations, when applying for funds.

14. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the following program goals. Refer to the CTC's 2027 ATP Guidelines, Appendix B, for example projects.

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. State funds cannot be used to program a new infrastructure project without a complete Project Study Report (PSR) or PSR equivalent. The CTC will not consider feasibility studies as PSR equivalent documents.
- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or includes at least one disadvantaged community. See the CTC's 2027 ATP Guidelines, Appendix A, for Plan Project Guidance.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. See the CTC's 2027 ATP Guidelines, Appendix B, for example NI activities. SJCOG intends to focus funding for non-infrastructure on start-up projects. A project is considered a start-up project when no such program currently exists. An applicant must demonstrate how the start-up project will be sustained after ATP funding is exhausted. The program cannot fund existing or ongoing program operations. Non-infrastructure projects are not limited to those benefiting K-12 students. Program expansions or new components of existing programs are eligible for funding if the existing program or program components will be funded through other means.
- Infrastructure projects with non-infrastructure components.

15. Minimum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum funding request for infrastructure projects that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, plans, safe routes to school projects, and recreational trail projects.

16. Project Type Requirements

SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. However, the ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

A. Disadvantaged Communities

For a project to contribute towards the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community as defined in the criteria outlined below. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project benefits must primarily target a disadvantaged community while avoiding substantial burdens to that community.

It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,
- Have a direct connection to the disadvantaged community, or
- Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<\$73,524). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#) and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".

- National School Lunch Program: At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criterion.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).
- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).
- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Commission staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.

B. Safe Routes to School Projects

For a project to qualify for a Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

C. Recreational Trails Projects

Trail projects that are primarily recreational should meet the federal requirements of the

Recreational Trails Program, as such projects may not be eligible for funding from other sources. However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and do not need to meet the Recreational Trails Program requirements.

IV. **Project Application**

There are five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the appropriate application for their project. Applicants applying for infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. All eligible projects must apply to one of the following application types. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects.

The five application types are:

1. Large Project, Infrastructure Only or Infrastructure/Non-Infrastructure

- Projects with a total project cost of greater than \$10 million will be considered a large project and must use the Large Project application. Caltrans and Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project's likelihood of receiving funding.
- Projects that qualify for the large application do not need to apply for construction and may apply for pre-construction phases only.

2. Medium Project, Infrastructure Only or Infrastructure/Non-Infrastructure

- Projects with a total project cost of more than \$3.5 million and up to \$10 million will be considered a medium project and must use the Medium Project application.

3. Small Project, Infrastructure Only or Infrastructure/Non-Infrastructure

- Projects with a total project cost of \$3.5 million or less will be considered a small project and must use the Small Project application.

4. Non-Infrastructure Only

- Education and encouragement activities that further the goals of the ATP. Non-infrastructure programs include those benefiting school students, older adults, or entire communities. Non-infrastructure projects may utilize existing best practices or be innovative in nature.

5. Plan

- Applicants can only apply for a plan with the Plan application. This application

cannot be combined with any other type of project. Plan projects must be within or encompass a disadvantaged community.

SJCOG will not consider quick-build projects.

17. Scaled-Down Scope

SJCOG is offering applicants an opportunity to submit a project with a scaled-down scope than what was originally submitted in the State ATP application. If a jurisdiction decides to propose a project with a scaled-down scope, then a revised state ATP application must be submitted alongside the Regional ATP Supplemental Application. In the supplemental application, the applicant needs to provide an explanation of scalability and how the revised project will provide a proportionate level of benefits as the original project.

18. Application Submittal Requirements

State applications will be available and must be submitted on the ATP online application portal. The 2027 Regional ATP Application must be submitted as described below.

All project applications must include the signature of the Chief Executive Officer, or another officer authorized by the applicant's governing board.

If the project is to be implemented by an agency other than the applicant, then documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.

A project application must also include documentation of all other funds committed to the projects.

The following contents are to be included in the submitted application:

- Signed Cover Letter (electronic signature is accepted)
- Completed Supplemental Application
 - Project Information – Section I
 - Supplemental Questions – Section II
 - Existing Plans
 - Community/Neighborhood Impact
 - Safe Routes to Schools and Other Community Activity Centers
 - Leveraging of Other Funding
 - Transit Access
- Complete Appendix (in order)
 - State ATP Application
 - Leveraged Funding Letter of Commitment with Supporting Documentation
 - Any additional exhibits not included in your State ATP Application

One (1) electronic copy must be submitted via thumb drive, or email/file sharing site of the complete grant application, no later than 4:00 p.m. on September 15, 2026, to:

Joel Campos, Senior Regional Planner
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
campos@sjcog.org

V. **Project Selection Process**

19. Scoring Criteria

A project's ranking will be determined by its Statewide ATP score and Regional ATP score. The regional application will be reviewed and scored by SJCOG's Project Evaluation Committee while the statewide application will be reviewed and scored by CTC's Evaluation Committee. The regional application score will be added to the statewide score to determine a final score. A project can earn a total final score of 125 points, or the sum of the maximum regional and statewide scores. See the chart below to reference the scoring criteria and points allotted to the different project types. The chart below shows the maximum number of points for each scoring criteria based on project type. If a scoring criterion is left blank, it is not applicable to that project type.

SJCOG staff will form a multidisciplinary Project Evaluation Committee of volunteers to assist in reviewing and evaluating regional supplemental applications. SJCOG staff will add up each volunteer's score and divide the sum by the number of evaluators to get an average score. The average score from the regional application will then be added to the state application's score to get a final score.

SJCOG 2027 Regional ATP Guidelines (Cycle 8)

Scoring Topic	Plan	NI Only	Infrastructure or Infrastructure with Non- Infrastructure (NI)		
			Small	Medium	Large
Benefits to Disadvantaged Communities	30	10	10	10	10
Need	20	40	52	40	38
Safety		10	25	25	20
Public Participation & Planning	25	15	10	10	10
Scope and Plan Layout Consistency and Cost Effectiveness					7
Scope and Plan Layout Consistency		10	3	5	
Context Sensitive & Innovation		5		5	5
Transformative Projects					5
Evaluation and Sustainability		10			
Leveraging				5	5
Implementation & Plan Development	25				
Corps		(0 or -5)	(0 or -5)	(0 or -5)	(0 or -5)
Past Performance	(0 or -10)	(0 or -10)	(0 or -10)	(0 or -10)	(0 or -10)
Subtotal (Statewide Scores)	100	100	100	100	100
Regional Supplemental Questions					
Existing Plans	5	5	5	5	5
Community/Neighborhood Impact	5	5	5	5	5
Safe Routes to Schools and Other Community Activity Centers	5	5	5	10	10
Leveraging of Other Funding	5	5	5		
Transit Access	5	5	5	5	5
Total	125	125	125	125	125

The regional application will include the following 5 supplemental questions:

- A. Existing Plans: The applicant's need for an active transportation plan or the proposed project's alignment with existing active transportation plans.
- B. Community/Neighborhood Impact: Proposed project's potential to transform non-

motorized users' mobility and accessibility and increase community connectivity.

- C. Safe Routes to Schools and Other Community Activity Centers: Proposed project's potential to provide or improve safe and secure access to schools and other key community activity centers.
- D. Leveraging of Other Funding: The leveraged funding that will be committed to the proposed project if ATP competitive funding is awarded.
- E. Transit Access: Proposed project's potential to promote transit access and ridership.

The scoring rubric for the supplemental questions can be found in Appendix A.

If two or more projects receive the same score and both projects are at the funding cut-off score, the following criterion will be used to determine which project(s) will be funded. Criteria are listed in priority order.

- a. Infrastructure projects.
- b. Project readiness including, but not limited to, completed environmental clearance documents.
- c. Benefit to Disadvantaged Communities as a minimum of 25% of ATP funding must be programmed to projects that benefit disadvantaged communities per CTC requirements.

20. Project Evaluation Committee

SJCOG staff will form a multidisciplinary Project Evaluation Committee of 5 to 7 volunteers to assist in reviewing and scoring regional supplemental applications. When forming the Project Evaluation Committee, staff will seek participants with expertise in, but not limited to, bicycling and pedestrian transportation and land use; Safe Routes to Schools projects; and projects benefiting disadvantaged communities. Staff will also seek to have a balanced representation of representatives from local jurisdictions and non-governmental organizations to promote geographic equity.

21. Project Programming

SJCOG staff will allocate program funding to projects based on the project's final scores and input from the Project Evaluation Committee. SJCOG staff will seek to concentrate federal and state funding on as few projects as possible. Final programming recommendations are subject to review and consideration by SJCOG committees before being adopted by the SJCOG Board. Approval of ATP funding is also subject to approval by the CTC.



MINUTE RESOLUTION NUMBER 2026-06

Christina Fugazi

CHAIR

Gary Singh

VICE CHAIR

Diane Nguyen

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

MOUNTAIN HOUSE,

RIPON,

STOCKTON,

TRACY,

and

THE COUNTY OF SAN

JOAQUIN

Whereas, the SJCOG Board of Directors has accepted the staff report under authority of Minute Resolution No. 2026-06 approved by the SJCOG Board of Directors meeting on March 26, 2026.

Agenda Item # 4B.

Approve the Active Transportation Program Cycle 8 Program Guidelines:

It was motion/seconded (Singh Zuber) to approve the Active Transportation Program Cycle 8 Program Guidelines. Motion passed unanimously by electronic vote.

A handwritten signature in blue ink, appearing to read 'Vanessa Gallegos', written over a horizontal line.

VANESSA GALLEGOS

Office Administrator

Date: April 28, 2026



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SBCAG

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Cycle 8

**2027 Regional Competitive
Active Transportation Program (ATP)**

FINAL – May 2026

SBCAG ATP LARGE METROPOLITAN PLANNING ORGANIZATION (MPO) GUIDELINES

**To be adopted by SBCAG Board of Directors in
May 2026**

**To be approved by the California Transportation Commission
(CTC) in June 2026**

2027 SBCAG ACTIVE TRANSPORTATION PROGRAM GUIDELINES

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I. INTRODUCTION

1. Background

The Active Transportation Program (ATP) is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. The ATP program is administered by the California Transportation Commission (www.catc.ca.gov).

The ATP distributes the total annual funding capacity between three components with:

- **Statewide:** 50% going to a statewide program eligible to all applicants;
- **Large Metropolitan Planning Organization (Large MPO):** 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000; and
- **Small Urban/Rural:** 10% going to small urban/rural areas with populations of 200,000 or less.

All funding must be competitively awarded, with the requirement that 25% of the funds in each program benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria, below.)

The Active Transportation Program has two separate grant processes, one led by the California Transportation Commission (CTC or Commission) and the other led by the ten Large MPOs including the Santa Barbara County Association of Governments (SBCAG).

The 2027 ATP Cycle 8 Guidelines were adopted by the CTC on March 19, 2026 (final guidelines [linked](#)). These guidelines describe the policies, standards, criteria, and procedures for the development of the 2027 SBCAG Large MPO Active Transportation Program. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the Small Urban/Rural and Large MPO regional competitive programs.

Large MPOs, such as SBCAG, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the Large MPO regional guidelines.

This document serves as SBCAG's Cycle 8 ATP Large MPO Component Project Selection Guidelines. These guidelines describe the policies, standards, criteria, and procedures for the development of the 2027 SBCAG Large MPO Active Transportation Program. Where silent, these guidelines will defer to the CTC's 2027 ATP Guidelines.

The guidelines substantially follow those of the CTC but include a number of differences based on the region's existing Measure A bicycle and pedestrian programs, which is a separate process. Measure A is Santa Barbara County's voter approved transportation sales tax measure. More information can be found at [Measure A - SBCAG](#). SBCAG will issue a call for projects for the Large MPO Component. Projects submitted to the CTC for consideration in the Statewide Component will be considered for funding under the Large MPO Component, but an applicant is not required to submit to the Statewide competition to be eligible for the SBCAG ATP Large MPO component.

2. Program Goals

Pursuant to statute (Sts. & Hy. Code, § 2380), the purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

3. Program Schedule and Funding Years

The programming capacity for the 2027 SBCAG ATP Large MPO component will be for state fiscal years 2027/28 through 2030/31. The following schedule lists the major milestones for the development and adoption of the 2027 SBCAG Large MPO Active Transportation Program:

Milestone	CTC process	SBCAG process
CTC approves or rejects SBCAG ATP Large MPO Guidelines	6/25/2026	
SBCAG Call for projects		7/2/2026
Submit pre-application		7/31/2026
Applications due to SBCAG		9/16/2026 by 5 p.m. PT
SBCAG Scoring committee evaluates applications		November-December 2026
Present project recommendations to TTAC, Subregional Committees		January 2027
SBCAG Board approves projects		2/18/2027
Deadline for MPO draft project programming recommendations to the Commission	2/19/2027	
Deadline for MPO final project programming recommendations to the Commission	4/23/2027	
Commission Staff Recommendations for MPO Component posted	June 2027	
Commission adopts MPO selected projects	June 2027	

II. FUNDING

1. Sources

Forty percent of ATP funds must be distributed to MPO in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population. The 2027 ATP Fund Estimate was adopted at the March 19, 2026, Commission meeting. The regional share available for Santa Barbara County for Cycle 8 of ATP funding (FY 2027-28 through FY 2030-31) is \$3.062 million per the adopted 2027 ATP Fund Estimate ([Appendix A](#)). However, due to borrowing Large MPO shares in the 2025 ATP Cycle totaling \$1.962 million from Kern Council of Governments (Bakersfield) Region (\$1.692 million) and Lake Tahoe (Bi-State) Region (\$0.27 million), these funds will be repaid to the loaner MPOs in this 2027 cycle. This results in a net funding amount of \$1.1 million available for Cycle 8 as shown in the table below.

(\$ in thousands)

Santa Barbara (SBCAG)	2027-28	2028-29	2029-30	2030-31	4-Year total
State	222	177	60	60	520
Federal	32	0	272	276	580
Total	255	177	332	336	1,100

2. Distribution

Countywide Call for Projects split between North County and South Coast based on the population share from the 2020 Census.

- North County will receive an apportionment of \$572,000 (52%)
- South Coast will receive an apportionment of \$528,000 (48%)

A minimum of 25% of the funds distributed to SBCAG (\$275,000) must benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria, below.)

3. Matching Requirement

SBCAG does not require a funding match for the Regional Active Transportation Program Large MPO funding, however, leveraging of funds is encouraged.

4. Reimbursement

The ATP is a reimbursement program for eligible costs incurred. For an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, [Local Assistance Procedures Manual](#). Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

III. ELIGIBILITY

1. Eligible Applicants

Eligible applicants for the Active Transportation Program are specified in Section 11 of the 2027 ATP Guidelines as adopted by the CTC on March 19, 2026, and are listed below.

1) Local, Regional, or State Agencies. Examples include city, county, MPO*, and Regional Transportation Planning Agency.

2) Caltrans*

- Caltrans-nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
- Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).

3) Transit Agencies. Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

4) Natural Resources or Public Land Agencies. Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies.
- State or local fish and game or wildlife agencies.
- Department of the Interior Land Management agencies.
- U.S. Forest Service.

5) Public schools or school districts.

6) Tribal Governments – federally recognized Native American Tribes

- Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.

7) Private nonprofit, tax-exempt organizations that are responsible for the management of public lands may only apply with projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

8) Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible. Eligibility should be established with Commission staff before the application deadline.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and

MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

2. Partnering With Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and nonprofit organizations, in applying for funds. Applicants require a sponsor if they are not an eligible entity listed in the section above.

3. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the program goals:

a. Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. Quick-build projects are eligible under this scoring category only for this MPO component.

- The application will be considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." Feasibility studies are not considered PSR equivalent documents.
- Further guidance can be found in the [Caltrans Project Development Procedures Manual](#).
- The Commission expects collaboration and cooperation between the implementing agency and Caltrans for all projects on the state highway system. Applicants who are applying for projects on the state highway system should attach a completed State Highway System Project Impact Assessment Form to the application. This form can be obtained from the [Caltrans 2027 Active Transportation Program website](#).

b. Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community. Priority of funding for plans will follow the statewide guidelines. Plan Project Guidance, including required plan components, can be found on Appendix A in the adopted statewide 2027 ATP guidelines.

c. Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for funding as long as the existing program will be continued with other funds.

4. Minimum/Maximum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for funding that will be considered is **\$150,000**. This minimum does not apply to non-infrastructure projects, safe routes

to school projects, plans, and quick-build projects. If full funding is not available for the last project to get funded at the cutoff, then an applicant can reduce scope to receive less funding than requested.

The maximum request shall not exceed the funding apportionment available for the North County and South Coast found in Section II Funding, Section 2 Distribution.

5. Cost Increases

The ATP will not fund any cost increases to a project, except for projects nominated by Caltrans for on-system work as outlined in Section VIII of the Statewide guidelines (linked [here](#)). If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

IV. APPLICATION SUBMITTAL REQUIREMENTS

SBCAG will hold a separate call for projects for the Regional Active Transportation Program and have a regional evaluation process. Projects not selected for programming in the statewide competition must be considered in the regional competition, and to be considered must submit separate application provided in Appendix A. Following the regional competitive selection process, SBCAG will submit its programming recommendations to the Commission and include all of the required documents. **1. Pre-application**

Project sponsors must complete a pre-application for each project by **July 31, 2026**. Pre-applications will be summarized by SBCAG and posted on the SBCAG website. The purpose of the pre-application is to determine the amount of Cycle 8 funding that may be requested compared to funding available and to determine if a project meets eligibility criteria. Using this information, prospective project sponsors may then make an informed decision about the likelihood of their project receiving funding and decide whether to invest the time in completing a full project application. Entities that require a sponsor because they are not an eligible applicant, must declare a sponsor at the time of pre-application submittal by attaching a signed sponsor agreement to the pre-application.

2. Application

All project applications must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board.

A project application must also include documentation of all other funds committed to the projects. The following contents are required to be submitted:

- Completed SBCAG Regional Application
- Project Programming Request (PPR) form
- Formal council/board/district resolution of local support for the ATP project
- Projects that will be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.

One (1) electronic copy must be submitted via email/file sharing site of the complete grant application no later than 5:00 p.m. on September 16, 2026 to:

Jaquelin Mata, Senior Transportation Planner
Santa Barbara County Association of Governments
Jmata@sbcag.org
805.961.8900

The SBCAG Regional ATP application is available as **Appendix A** to these guidelines.

V. PROJECT SELECTION PROCESS

Applicants are the sponsoring agencies for any project competing for SBCAG ATP Large MPO funding. To compete in the regional program, applicants are responsible for submitting a SBCAG ATP Large MPO application. Applicants are encouraged to discuss potential ATP projects with SBCAG staff and may identify a reduced scope version of their state-submitted project for the SBCAG ATP Large MPO ATP competition.

An *ad hoc* multidisciplinary advisory group will be established that will be responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP.

1. Screening Criteria:

Before evaluation, project applications will be screened for the following:

- Consistency with SBCAG regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted ATP Cycle 8 guidelines.
- Must be an eligible applicant or have a project sponsor.

2. Scoring Criteria:

The SBCAG Regional ATP application is available as **Appendix A** to these guidelines.

Projects will be scored 0 to 100 points by the Scoring Committee based on the criteria described below. An additional 0-10 points will be applied in the event the 25 percent minimum benefit for a disadvantaged community is not met:

SBCAG Staff will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the regionally defined minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked by the Scoring committee. Discretion will be placed on the Scoring Committee to select a complete package of projects.

For projects that were submitted in the ATP statewide component, SBCAG will use their DAC statewide score instead of rescoring it here (unless it's a down scoped project).

1) Disadvantaged Communities (DAC) (0-10 points):

- a) Applicant's ability to demonstrate the direct benefit to the disadvantaged community affected by the project; and
- b) Project is located within a DAC.

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,
- Have a direct connection to the disadvantaged community, or
- Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<\$79,297.60). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#), and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).

- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).
- SBCAG Regional Definition: As part of SBCAG’s Connected 2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), SBCAG established a regional definition of disadvantaged communities found in [Chapter 3](#).
- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Commission staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.

Scoring Criteria (0 - 100 points):

Infrastructure Projects Criteria

1) Safety (35 points)

- a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.

2) Local Support (20 points)

- a) Project is in a locally adopted bicycle, pedestrian or general plan or is included in a regional bikeway or transportation plan.
- b) Community outreach has been completed or is being completed.
- c) Project has demonstrated other community support.

3) Demand (15 points)

- a) Serves a high percentage of existing or potential pedestrians and bicycle riders relative to the size of the community.

4) Access and Connectivity (20 points)

- a) Project provides or improves bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc.
- b) Project provides interface with other modes of transportation.
- c) Project eliminates a gap or overcomes an obstacle in a bicycle or pedestrian facility, allowing more convenient and safer travel, including bike security and parking.

5) Project readiness and Schedule (10 points)

Submitted projects will be ranked based on project readiness. Priority will be given to:

- a) Projects which are fully funded, if application is approved.

- b) Projects which have considered and, if needed, resolved any foreseeable implementation issues.
- c) Projects which need no right-of-way and need no utility relocations.

Plans Criteria

- 1) Safety (45 points)
 - a) Plan will focus on the safety of pedestrians and/or bicyclists.
- 2) Local Support (15 points)
 - a) Priority will be given to plans that have demonstrated coordination with regional or other locally adopted plans.
- 3) Plan Status (40 points)
 - a) Priority will be given to jurisdictions with no bicycle or pedestrian plan, over those with plans that are more than five years old, and thereafter to those with plans between three and five years old.

Non-Infrastructure Projects Criteria

- 1) Safety (45 points)
 - a) Priority will be given to programs that focus on the safety of pedestrians and/or bicyclists. Priority will be given to programs that directly address demonstrated safety needs.
- 3) Local Support (15 points)
 - a) There is demonstrated community support for the program.
- 4) Demand (15 points)
 - a) Priority will be given to programs that serve a high number of residents relative to the size of the community.
- 5) Effectiveness (15 points)
 - a) Program (or similar programs) has been shown to be effective at encouraging bicycling and/or walking or improving bicycle and/or pedestrian safety.
- 6) Implementation/Readiness (10 points)
 - a) Priority will be given to programs that have considered and, if needed, resolved any foreseeable implementation issues, have partnering agencies (if any) that have fully coordinated on program implementation, and for which program details are substantially determined in order to allow quick implementation once funding is received.

3. Contingency List

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

4. Project Selection Between Applications with the Same Score

To determine which project(s) will be funded if two or more project applications receive the same score and it is the funding cut-off score. The criteria are shown below.

- 1) Project readiness including, but not limited to, completed environmental documents.
- 2) Highest score on the highest point value question (questions with the highest point value may vary by application type).
- 3) Highest score on the second highest point value question.

VI. ALLOCATIONS/PROJECT DELIVERY/PROJECT REPORTING

MPO-selected projects must follow the same allocation, expenditure, and reporting policies as stated in the [statewide guidelines](#).

Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the Commission and the Request for Authorization process for obligation of the funds. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: [Local Assistance Procedures Manual \(LAPM\) | Caltrans](#).

APPENDIX A



Cycle 8

2025 SBCAG Active Transportation Program Large
Metropolitan Planning Organization (MPO)

Funding Application

APPLICATIONS ARE DUE BY 5:00 PM ON

September 16, 2026

PLEASE SUBMIT 1 ELECTRONIC COPY (PDF)
OF THE APPLICATION TO:

Jaquelin Mata, SBCAG Transportation Planner
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110
jmata@sbacg.org

SBCAG ATP Large MPO Funding Application

Project Title:

Section I - Applicant Information

Implementing Agency:

Agency Address:

Contact Name/Title:

Contact Phone: Contact Email:

Sponsor Agency* (if any):

Sponsor Contact Name:

Sponsor Telephone: Sponsor Email:

**Projects proposed by Cities and the County may include projects in coordination with school districts, universities, colleges, transit agencies, and Caltrans.*

Pre-Application

Was a pre-application submitted for the requested project?** Yes No

***Project sponsors must submit a pre-application for each project requesting funding. If a pre-application was not submitted, project is ineligible for funding.*

Sponsorship

Was there a sponsorship agreement submitted for the requested project?** Yes No

***Projects requiring a sponsor must have submitted a sponsorship agreement signed by an eligible cooperative agreement administrator with the pre-application. If a sponsorship form was not submitted, project is ineligible for funding.*

Priority

Total number of applications being submitted/co-sponsored by local agency:

If submitting/co-sponsoring more than one application, priority number of this application:

Funding

Amount of ATP funds requested for project: \$

*The minimum request for funding that will be considered is \$150,000. This minimum does not apply to non-infrastructure projects, safe routes to school projects, plans, and quick-build projects.

Will other sources of funding be used to help deliver the project? Yes No

Regional Competitive Active Transportation Program

If Yes, please list fund sources below:

Click or tap here to enter text.

Section II – Project Information

Project Title:

Project Category/Implementation Activity

Infrastructure Projects

- Planning and Project Development
- Preliminary Engineering
 - Environmental Clearance
 - Preparation of Plans, Specifications, and Estimate (PS&E)
- Right of Way
 - Engineering
 - Appraisals and Acquisition
 - Utilities
- Construction
 - Construction Costs
 - Construction Engineering
 - Construction Management
- Maintenance

Plans

- Bicycle and Pedestrian Master Plans
- Safe routes to school
- Active transportation plan

Non-infrastructure Projects

- Education/Awareness/Outreach

SBCAG ATP Large MPO Funding Application

- Encouragement/Marketing
- Safety Programs

Project Description: Provide a description of the proposed project improvements, e.g., develop bikeway plan; conduct outreach to local schools; construct new sidewalks; construct bicycle path; install lighted pedestrian crossing, etc.

Project Location: Provide a description of the general location(s) of the proposed project, e.g., the intersection of Main Street and 1st Street. If the project has multiple sites and you are willing to accept partial funding, rank sites here.

SBCAG ATP Large MPO Funding Application

Section III - Project Cost Estimate (Complete fields as applicable. *Include pending fund sources and mark as pending*). If awarded funding, then an Electronic Project Programming Request (ePPR) form via CalSMART will be required.

	Requested ATP Funds	Percentage of ATP Grant Funds Requested	Local Funds ⁽¹⁾	Other Funds	Total Cost
Infrastructure projects					
<i>Planning and Project Development</i>					
<i>Preliminary Engineering</i>					
Environmental Clearance					
PS&E					
<i>Right of Way</i>					
Engineering					
Appraisals, Acquisitions, and Utilities					
<i>Construction</i>					
Construction Engineering					
Construction ⁽²⁾					
<i>Maintenance</i>					
Plans					
<i>Plans</i>					
Non- infrastructure					
<i>Education/Awareness/Outreach</i>					
<i>Encouragement/Marketing</i>					
<i>Safety Programs</i>					
Subtotal					
Contingency⁽³⁾					
Total Project Cost					

- (1) *Local funds may include Measure A Local Street and Transportation Improvement (LSTI) funds, General funds, Block Grant funds, etc.*
- (2) *For construction cost, provide a detailed Engineer's Estimate.*
- (3) *Contingency "Total Cost" may not exceed 10% of the "Subtotal".*

SBCAG ATP Large MPO Funding Application

In some cases, the scoring committee may recommend that a project be funded providing certain components are removed from the project scope. Will your agency be able to proceed with the project if its scope and cost are reduced? Yes No

Comments:

Section IV – Project Schedule

Estimate dates of completion for the major milestones shown below, assuming the project is approved for funding.

Infrastructure Projects

Request allocation of ATP funds (month & year):

Complete environmental document:

Obtain right-of-way clearance:

Award construction contract:

Complete construction:

Project close-out:

Plans & Non infrastructure Projects

Request allocation of ATP funds (month & year):

Implementation:

Completion:

Please indicate which years you would be **willing to** receive funds (not your preferred years):

FY 27/28

FY 28/29

FY 29/30

FY 30/31

Section V – Evaluation Criteria

The applicant's responses to the following questions will be used to evaluate the proposed project; all applicants must complete section A. Please complete section B, C, **or** D depending on project type. The scoring committee will evaluate applications according to the criteria specific to the identified project categories (Infrastructure Projects, Plans, or Non-infrastructure Projects). Feel free to include additional, relevant information as appropriate. Responses for all questions must be limited to a total of eight (8) pages. Only directly relevant attachments should be included. Relevant attachments will not count toward the seven-page limit.

A. DISADVANTAGED COMMUNITIES (DAC) (10 POINTS)

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria in the SBCAG ATP Large MPO Guidelines.

- **Indicate which DAC criteria you are selecting:**
- **Provide a map showing the boundaries of the proposed project and the geographic boundaries of the disadvantaged community.**
- **Describe how the project will provide a direct benefit to the disadvantaged community.**

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community as defined using the criteria outlined. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- *Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,*
- *Have a direct connection to the disadvantaged community, or*
- *Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.*

Click or tap here to enter text.

B. INFRASTRUCTURE PROJECTS

1) Safety (35 points)

Describe how the project will improve the safety of pedestrians and/or bicyclists and, if applicable, directly addresses demonstrated safety needs. Explain how: 1) it has been designed expressly to resolve a demonstrated and/or reported safety or security problem; 2) it will improve an existing facility/corridor where there are some safety or security concerns;

SBCAG ATP Large MPO Funding Application

or 3) it will likely improve safety or security, even though there are no known problems, and project was not designed specifically to address safety or security issues.

2) Local Support (20 points)

Is the project in a locally or regionally adopted plan? Yes No If yes, please:

- specify the name of the plan:
- indicate the date the plan was adopted:
- attach related project documentation from adopted plan

Describe what community outreach has been and/or will be completed. Attach any relevant documentation.

Describe any demonstrated community support for the project. Attach any relevant documentation including letters of support.

3) Demand (15 points)

Estimate the number of existing or potential pedestrians and bicycle riders the project will serve. Describe if the project is expected to attract new bicycling and/or walking trips.

4) Access and Connectivity (20 points)

Describe how the project: 1) closes a major gap in a bicycle or pedestrian facility, eliminating extremely circuitous travel; 2) provides the missing link which will complete a bikeway corridor or a significant corridor segment, or a pedestrian facility; 3) extends an existing bicycle or pedestrian facility, working toward closing a gap but not eliminating it; or 4) does not close a gap. Explain if the project makes improvements to a significant or moderate barrier to walking or biking. Indicate whether or not there are other existing options for travel along the corridor. Describe how project interfaces (or does not interface) with other modes of transportation. Identify any activity centers the project will serve and how the project will serve them. Indicate if the activity centers are major activity centers such as public buildings or local activity centers such as local parks.

5) Project Readiness & Schedule (10 points)

SBCAG ATP Large MPO Funding Application

Indicate all funding secured and/or anticipated for the project. Will the project be fully funded if requested Measure A funds are granted? Briefly explain why you believe the cost estimates you provided in Section III are realistic and reasonable.

Indicate how many months it will take to complete the project. Briefly explain why you believe the timeline you provided in Section IV is realistic and reasonable. Indicate whether or not the project will need right-of-way and/or utility relocations. Describe any other foreseeable implementation issues that have been considered and, if applicable, resolved.

C. PLANS

1) Safety (45 points)

Describe how the plan will focus on the safety of pedestrians, students and/or bicyclists.

2) Local Support (15 points)

Indicate coordination with regional or other locally adopted plans and support received for development of your agency's plan. Demonstrate how variety of community members/stakeholder will be engaged in development of plan.

3) Plan Status (40 points)

(a) Plans:

Does your jurisdiction have an existing bicycle or pedestrian plan?

Yes No If yes, please:

- specify the name of the plan:
- indicate the date the plan was adopted:
- attach relevant documentation

D. NON-INFRASTRUCTURE PROJECTS

1) Safety (45 points)

Describe how the program will address the safety of pedestrians and/or bicyclists. Explain how: 1) it is designed to address a specific demonstrated safety issue; 2) it addresses perceived and/or demonstrated safety as a significant component of the program; 3) it addresses perceived and/or demonstrated safety as one of many components of the program; or 4) safety is not a focus of the program.

SBCAG ATP Large MPO Funding Application

2) Local Support (15 points)

Describe any demonstrated community support for the project. Attach any relevant documentation including letters of support. Describe any community outreach that has been and/or will be completed. Attach any relevant documentation. Explain whether or not working with the community is a focus of the program.

3) Demand (15 points)

Estimate the number of residents the project will serve. Describe if the project is expected to attract new users to bicycling and/or walking.

Is the project in a locally or regionally adopted plan? Yes No If yes, please:

- specify the name of the plan:
- indicate the date the plan was adopted:
- attach related project documentation from adopted plan

4) Effectiveness (15 points)

Describe how this program has (or similar programs have) been shown to be effective at encouraging bicycling and/or walking or improving bicycle and/or pedestrian safety. Describe how the program was developed and thought-out, how it incorporates creativity, and how likely it is to be continued/sustainable after grant funds are spent. Clearly describe what performance measures and deliverables you will develop to monitor the success of your program efforts.

5) Implementation/Readiness (10 points)

Describe what foreseeable implementation issues have been considered and, if needed, resolved. List partnering agencies (if any), describe how they have demonstrated support for the program and have coordinated on program implementation, and explain how the lead agency was identified. Describe how program details have been determined in order to allow quick implementation once funding is received. Briefly explain why you believe the cost estimates and timeline you provided in Sections III and IV are realistic and reasonable. Indicate your staffing needs and explain why you believe they are realistic and reasonable. Attach any relevant documentation.

SBCAG ATP Large MPO Funding Application

Additional Attachments

The following attachments are required for all projects, *as applicable*:

- A. A general map showing:
 - a. the location of all proposed improvements or project site, or
 - b. the geographic area or facility the program will serve or the plan will address
- B. A site plan for each improvement location showing existing and proposed conditions
- C. Detailed engineer's estimate (use form provided)
- D. Applicable 'warrants' for projects with traffic control devices

Photographs supplementing "A" and "B" (project location and geographic area) above.

Scoring and Awarding of Funding

Applicants will be notified of scores for each application after the scoring committee has reviewed all applications. Once applicants have been notified, the scoring committee will recommend applications for available funding to the SBCAG Board. The final project programming recommendations will then be submitted to the Commission by February 19, 2027, for their adoption.

Section VI – Applicant Signatures

The undersigned affirm that the statements contained in the application package are true and complete to the best of their knowledge.

Local Agency Official (as applicant or sponsor):

Name: Signature: _____

Title: Date:

Implementing Agency (if other than local agency)

Name: Signature: _____

Title: Date:

Additional Local Agency Supporter (optional):

Name: Signature: _____

Title: Date:

Additional Local Agency Supporter (optional):

Name: Signature: _____

Title: Date:

Additional Local Agency Supporter (optional):

Name: Signature: _____

Title: Date:

A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

2027 APPROVAL OF SBCAG)
ACTIVE TRANSPORTATION PROGRAM) RESOLUTION NO. 26-11
LARGE MPO GUIDELINES)
FOR SUBMITTAL TO THE CALIFORNIA)
TRANSPORTATION COMMISSION)
_____)

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program (ATP) under Senate Bill 99, Chapter 359 (2013); Assembly Bill 101, Chapter 354 (2013); and Senate Bill 1 (SB 1), Chapter 2031 (2017); and

WHEREAS, the California Transportation Commission (CTC) has been delegated the responsibility for the administration of this grant program, and has established necessary procedures in its ATP Guidelines; and

WHEREAS, the CTC ATP Guidelines require that Large Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the ATP Guidelines allow Large MPOs to use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for their competitive selection process with CTC approval; and

WHEREAS, the Santa Barbara County Association of Governments (SBCAG), as the Large MPO for the Santa Barbara region, has developed the 2027 SBCAG Large MPO ATP Guidelines that utilizes different project selection criteria and weighting and a definition of disadvantaged community to be consistent with its Regional Transportation Plan; and

WHEREAS, the CTC requires the Governing Body of the Large MPO approve the proposed 2025 SBCAG Large MPO ATP Guidelines for submittal to the CTC.

NOW THEREFORE BE IT RESOLVED, that the SBCAG Board of Directors, acting as the MPO Governing Body, confirms that the 2027 SBCAG Large MPO ATP Guidelines is consistent with the ATP Guidelines established by the CTC, and hereby directs that the 2027 SBCAG Large MPO ATP Guidelines be submitted to the CTC for consideration and approval.

PASSED AND ADOPTED this 21st day of May 2026 by the following vote:


AYES: CHAIR NELSON, VICE CHAIR SILVA, DIRECTORS BROWN, CLARK,
HARTMANN, JULIAN, LAVAGNINO, LEE, MOSBY, PATINO, PEROTTE AND
ROWSE

NOES: NONE

ABSENT: DIRECTOR CAPPAS

ABSTAIN: NONE

ATTEST:



Marjie Kirn
Executive Director

 for

Bob Nelson, Chair
Santa Barbara County
Association of Governments

Date: 5/21/26

APPROVED AS TO FORM:

Rachel Van Mullem
County Counsel

By: 

Senior Deputy County Counsel

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2027 Active Transportation Program

Regional Guidelines

Final

March 2026

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2027 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) Component of the [California Active Transportation Program](#) (ATP). The following 2027 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities, and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2027 ATP. The Regional Guidelines also outline the requirements for programming, project delivery, and project reporting related to the 2027 Regional Active Transportation Program (Regional ATP). The Regional Guidelines may be revisited and modified in order to remain consistent with the latest ATP Statewide Guidelines (Statewide Guidelines) and to consider innovative concepts and best practices to improve the Regional ATP's efficiency and effectiveness.

Background

The [2027 ATP Guidelines](#) (Statewide Guidelines), adopted by the California Transportation Commission (CTC) on March 19, 2026, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP. Section VI (MPO Component) of the Statewide Guidelines describe the process for MPOs, including SCAG, to develop Regional Guidelines and select projects through a competitive process. Projects selected for funding in the MPO Component must abide by all policies and reporting requirements outlined in the Statewide Guidelines.

The SCAG Regional ATP will be developed through coordination of the ATP Subcommittee, which is comprised of SCAG staff and representatives from each of the six county transportation commissions. The ATP Subcommittee develops the Regional Guidelines and the Regional ATP and administers tasks associated with project delivery. The county transportation commissions approve the Regional ATP as it pertains to their respective counties. SCAG's Regional Council approves the Regional Guidelines and Regional ATP. The California Transportation Commission approves the Regional Guidelines and Regional ATP.

Fund Estimates for 2027 Regional ATP

The 2027 ATP total fund estimate is \$619.32M (March 2026). Per the Statewide Guidelines, the MPO Component is 40 percent of the total budget with funding distributed by population. The SCAG region’s share of the 2027 ATP is \$128.575M (52 percent of MPO Component) and includes funding in Fiscal Years 2027/28, 2028/29, 2029/30, and 2030/2031 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 27/28	\$29,754
FY 28/29	\$20,781
FY 29/30	\$38,771
FY 30/31	\$39,269
Total	\$128,575

Eligibility

SCAG applies the eligibility requirements in the Statewide Guidelines to the Regional ATP.

Regional Disadvantaged Communities Definitions

Per Section III.12.A (Disadvantaged Communities) of the Statewide Guidelines, to qualify as a disadvantaged community, the community served by the project must meet the criteria for at least one of the disadvantaged community indicators, such as Median Household Income, CalEnviroScreen, and Healthy Places Index. In addition, a regional definition that was adopted as part of a four-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) may qualify a project as benefitting a disadvantaged community.

As part the 2024 RTP/SCS ([Connect SoCal 2024](#)), SCAG established “Priority Equity Communities” (PECs) as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. PECs are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the following socioeconomic factors: people of color, low-income households, limited vehicle and transit access, vulnerable ages, single parent households, people without a high school diploma, people with disabilities, housing cost burdened households, and people with limited English proficiency. See the [Connect SoCal 2024 Equity Analysis Technical Report](#) and [a map](#) of PECs in the SCAG region for additional details and to identify PECs.

Regional ATP Project Selection

SCAG intends to award funding to projects in two categories: Implementation & Capacity Building projects and Planning projects.

Implementation & Capacity Building Projects

Implementation & Capacity Building projects include Infrastructure, Infrastructure projects with Non-infrastructure components, and Non-infrastructure projects as defined by the Statewide Guidelines. No less than 98 percent (\$126.004M) of the total regional funds shall be dedicated to funding Implementation & Capacity Building projects in the 2027 Regional ATP. Implementation & Capacity Building funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2024 1-Year Estimates).

Implementation & Capacity Building Projects Category: Funding Targets (98% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$1,226
Los Angeles	52%	\$65,784
Orange	17%	\$21,375
Riverside	14%	\$17,057
San Bernardino	12%	\$14,929
Ventura	4%	\$5,633
Total	100%	\$126,004
<i>*Population estimates based on American Community Survey 2024 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

Planning Projects

Planning projects include Plans as defined by the Statewide Guidelines. Per Statewide Guidelines, no more than two percent (\$2.571M) of the total 2027 Regional ATP funds shall be dedicated to funding Planning Projects that benefit DACs/PECs. The pool of projects considered for funding in this category shall include projects that are submitted through the CTC’s Statewide ATP call for projects using the state’s Plan application. Planning funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2024 1-Year Estimates).

Planning Projects Category: Funding Targets (2% of regional funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$26
Los Angeles	52%	\$1,342
Orange	17%	\$436
Riverside	14%	\$348
San Bernardino	12%	\$304
Ventura	4%	\$115
Total	100%	\$2,571
<i>*Population estimates based on American Community Survey 2024 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

If SCAG does not receive sufficient applications from a county to meet the Planning funding targets outlined above, the respective county transportation commission may choose to allocate those funds towards Implementation & Capacity Building Projects. If a county transportation commission recommends funding Planning projects with funding requests that exceed their respective county funding target, then: (a) the applicant must identify supplemental funds for their Plan, or (b) if the two percent of regional funds has not been met (i.e. another county transportation commission recommends less than their two percent funding target), the remaining funding may go towards the Plan that exceeds the county’s funding target. The additional amount a county transportation commission recommends for their Planning projects will be reduced from their Implementation & Capacity Building funding target to ensure each county receives their overall population-based funding targets. If more than one county transportation commission recommends funding Planning projects with funding requests that exceed their respective county funding target, then the Plan applications will be ranked by their Statewide score and receive funding in that order. If two or more Plan applications receive the same Statewide score, then the Plan application with the highest score on the highest point value question will rank higher. If two or more Plan applications are still tied on the highest point value question, then the highest score on the second highest point value question will rank higher.

Project Selection Process

The selection process shall occur as follows:

- SCAG will develop the Regional ATP utilizing the CTC statewide applications, scoring, and ranking process. Therefore, SCAG is not accepting Quick-Build applications as part of the

Cycle 8 regional project selection. However, SCAG and its member county transportation commissions reserve the option to establish an evaluation committee and issue a supplemental call for projects in future ATP cycles.

- Prior to scoring by the CTC, SCAG shall coordinate with each county transportation commission to ensure that all project applications submitted through the statewide call for proposals have been submitted to the respective county transportation commission and SCAG.
- The county transportation commissions shall review the statewide project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99.
- County transportation commissions may assign up to 20 points to each project application deemed consistent and meeting eligibility requirements. If a county transportation commission assigns additional points (up to 20) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project. The board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and staff will submit the methodology and scores to SCAG for inclusion in the preliminary ranking of regional projects by February 5, 2027.
- The county transportation commissions may also recommend projects to be included on the Regional ATP contingency list. Projects included on the Regional ATP contingency list shall be included in the program as detailed in the Fund Balance & Contingency List section below.

Recommended Regional ATP

SCAG shall develop a draft Regional ATP based on the county transportation commissions’ submissions that programs no less than 98 percent of the total regional funds towards Implementation & Capacity Building Projects, no more than two percent of the total regional funds to Plans, and aims to allocate funding reflecting population-based funding targets to achieve geographic equity.

SCAG will analyze the draft Regional ATP to ensure it meets the DAC requirements by allocating at least 25 percent to projects benefiting DACs (as defined by the Statewide Guidelines) or Priority Equity Communities (PECs).

If the total is less than 25 percent, SCAG will modify the preliminary Regional ATP to ensure the 25 percent mark is achieved, as follows:

- The lowest scoring project on the preliminary Regional ATP may be replaced with the highest scoring, funding-eligible DAC/PEC project within the same county. If the county

has no other eligible DAC/PEC projects, the lowest scoring project on the preliminary Regional ATP shall be replaced with the highest scoring, funding-eligible DAC/PEC project(s) from the region.

- This process will be repeated until the 25 percent target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding but is necessary to ensure the DAC requirements for the Regional ATP are met.

The final recommended Regional ATP will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional ATP recommendations to the Chief Executive Officers (CEOs) of the county transportation commissions and boards, SCAG's Regional Council, and CTC for approval.

With consensus from the county transportation commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional ATP. The programming years for the 2027 ATP are State Fiscal Years 2027/28 to 2030/31. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a fiscally-constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Reduce administrative burden for Planning projects and projects requesting less than \$3.5M.

- Completion of California Environmental Quality Act (CEQA) prioritizes projects for state only funding.
- Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

County transportation commissions will be responsible for recommending partial awards for eligible projects. SCAG and the county transportation commissions will consider partial awards if the project sponsor meets one of the following requirements:

- The applicant provides funds through additional sources to fully fund the project or phase of work requested.
- The applicant has made a full funding request, but the project is at the funding cut-off for the respective county's funding target and there are not enough available remaining funds in the overall MPO component to fund the full project. Uncommitted funding is allowed in subsequent project phases to the phase(s) receiving funding. All project phases receiving ATP funds must be fully funded. The applicant must submit a plan to secure the funding for the subsequent phase(s) so that the scope included in the project application will be delivered. See Section VII.24 (Committed / Uncommitted Funds) of the Statewide Guidelines for guidance on uncommitted funding.
- The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
 - An explanation of the proposed scope change.
 - The reason for the proposed scope change.
 - The impact which the proposed scope change would have on the overall cost of the project.
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).
 - An explanation of the methodology used to develop the aforementioned estimates.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG, in consultation with the county transportation commissions, to projects in the Regional ATP will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional ATP submitted to the CTC will identify projects that program 100 percent of the region's share of ATP funds. If a balance exists after each county has exhausted its Implementation & Capacity Building and Planning projects funding targets or if additional funds are made available, SCAG, in consultation with the county transportation commissions, will recommend the fund balance be awarded to projects receiving partial awards and then to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's recommended list exceeds the county's ATP funding target, the county transportation commission may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient/infeasible, the county transportation commission may recommend fully or partially funding the subsequent highest scoring project(s) in the county.
- The recommended Regional ATP will include a contingency list of Implementation & Capacity Building and Planning projects that will be in place until the adoption of the next statewide program. Projects will be ranked in priority order based on the county transportation commission's evaluation scoring. SCAG intends to fund projects on the contingency list should there be an increase in available funding, project failures, or savings in the Regional ATP. Available funding will aim to be awarded to projects within the county where the funding was awarded initially with priority given to projects that received a partial award. If the available funding exceeds the amount needed for fully funding the partial award, the surplus will aim to be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee. In recommending replacement projects, SCAG and the county transportation commissions may consider both project ranking and project readiness. If contingency projects are not amended into the Regional ATP, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional ATP to remove and advance projects. An annual report, as necessary, will be provided to the Regional Council on program amendments.

Amendments to the Regional ATP may occur under the following conditions and in the following manner:

- Program amendments may only take place after the adoption of the Regional ATP.
- If a project is cancelled and removed from the Regional ATP, the respective county transportation commission may recommend replacing the cancelled project with a project in their county on the contingency list. If the respective county transportation commission does not identify a replacement project from the contingency list, then SCAG will collaborate with the ATP Subcommittee to identify a suitable replacement project from the contingency list and amend the project into the Regional ATP.

See Section VII.33 (Amendment Requests) in the Statewide Guidelines for guidance on amendments. All program amendments must be approved by the CTC following recommendations from SCAG and the respective county transportation commission.

FTIP Amendments

All projects funded by the 2027 Regional ATP must be amended into the Federal Transportation Improvement Program (FTIP). The county transportation commissions will be responsible for programming their respective Implementation & Capacity Building and Planning projects into the FTIP and shall aim to program all 2027 ATP projects, regardless of programming year, in the 2027 FTIP amendment cycle. See the [2027 Federal Transportation Improvement Program Guidelines \(November 2025\)](#) for guidance on amending projects to the FTIP.

Project Delivery

See Section VIII (Project Delivery) in the Statewide Guidelines for full guidance on project delivery. The section below includes additional guidance for the Regional ATP.

Allocations and Time Extensions

The Statewide Guidelines require projects programmed in the MPO Component to include a recommendation by the MPO for allocations and time extensions. SCAG delegates this responsibility to the county transportation commissions for all projects in the Regional ATP and the responsibility of ensuring projects are consistent with FTIP programming. The county transportation commissions shall keep SCAG informed of allocation and time extension requests.

Project Reporting

See Section IX (Reporting) in the Statewide Guidelines for full guidance on project reporting. The CTC submits an annual report to the Legislature that includes a discussion on the effectiveness of the ATP. SCAG will review these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Schedule

Action	Date
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	March 5, 2026
CTC adopts ATP State Guidelines	March 19-20, 2026
Statewide call for projects opens	March 19-20, 2026
Draft ATP Regional Guidelines submitted to CTC	May 8, 2026
Statewide call for projects close	June 22, 2026
CTC approves or rejects Regional Guidelines	June 25-26, 2026
CTC shares recommendations for statewide and small urban and rural projects	November 2, 2026
CTC adopts statewide and small urban and rural projects	December 3-4, 2026
County transportation commissions submit 20-point scoring methodology to SCAG	February 5, 2027
County transportation commissions submit recommended project lists to SCAG	February 5, 2027
Project PPRs for partially funded projects due to SCAG	February 5, 2027
Draft Regional ATP submitted to CTC	February 19, 2027
SCAG RC adopts SCAG Regional ATP	April 1, 2027
Final Regional ATP submitted to CTC	April 23, 2027
CTC adopts Regional ATP	June 2027

Contact Information

Agency/County	Staff Name	Staff Email
SCAG	Rachel Om	Om@scag.ca.gov
Imperial	Marlene Flores	MarleneFlores@imperialctc.org
Los Angeles	Shelly Quan	QuanS@metro.net
Orange	Louis Zhao	LZhao@octa.net
Riverside	Edward Emery	EEmery@rctc.org
San Bernardino	Ginger Koblasz	GKoblasz@gosbcta.com
Ventura	Vanessa Schoenewald	mailto:VSchoenewald@goventura.org



RESOLUTION NO. 26-679-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE 2027 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES**

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, the Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the 2027 ATP Guidelines require the Commission to adopt a metropolitan planning organization's use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines anticipated to be adopted by the Commission on March 20, 2026;

WHEREAS, SCAG developed the 2027 ATP Regional Guidelines with input from the ATP Subcommittee, comprised of staff from the six county transportation commissions, to govern award of projects funded through the SCAG Regional ATP;

WHEREAS, the 2027 ATP Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines to the Commission by May 8, 2026;

WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's 2027 Active Transportation Program Regional Guidelines; and

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2027 ATP Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council authorizes SCAG staff to submit the 2027 ATP Regional Guidelines to the Commission for approval.

REGIONAL COUNCIL OFFICERS

President
Cindy Allen, Long Beach

First Vice President
Ray Marquez, Chino Hills

Second Vice President
Jenny Crosswhite, Santa Paula

Immediate Past President
Curt Hagman
County of San Bernardino

COMMITTEE CHAIRS

Executive/Administration
Cindy Allen, Long Beach

*Community, Economic, &
Human Development*
David J. Shapiro, Calabasas

Energy & Environment
Rick Denison, Yucca Valley

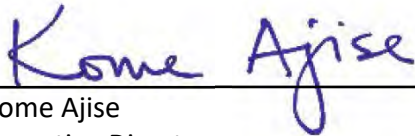
Transportation
Mike T. Judge, Ventura County
Transportation Commission

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of March, 2026.



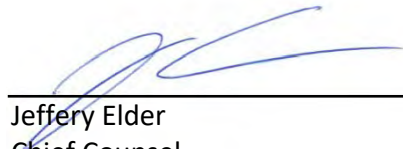
Cindy Allen
President, SCAG
City of Long Beach

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Jeffery Elder
Chief Counsel