2027 Active Transportation Program

Central Workshop | October 1, 2025
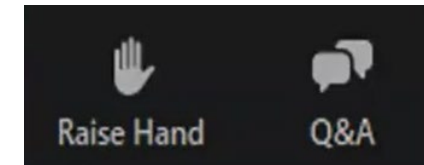
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WORKSHOP LOGISTICS

We welcome comments from the public as part of each item at this meeting.

You should see the webinar control panel, likely located on the bottom of your screen. There you will find the Raise Hand and Q&A tabs.

We encourage you to use the Raise Hand feature as early into the item as you can, to give the system time to acknowledge you.

Alternately, you may use the Q&A tab to submit your comment. Commission staff will read the comment on your behalf.

As a reminder, each registered attendee is provided a unique link and phone number to access the webinar. These should not be shared with other participants, as they are registered to a specific attendee and can create confusion for staff when making comments.

Please state your name and organization at the start of your comment.

Workshop Principles

- Be respectful of other viewpoints

- Keep a Statewide perspective

  □ Remember the program serves a large variety of applicants

- Propose ideas in a public setting

Today's Workshop Agenda

- Introductions and brief program overview

- September 17 Workshop Recap

- Non-Infrastructure Guidance document workshop

- Continue "Clarify and reduce redundancies" updates

- Action items

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ACTIVE TRANSPORTATION PROGRAM (ATP)

ATP funds projects that encourage increased use of active modes of transportation, such as biking and walking.

- **Funding:**
  - Reimbursement program
  - Federal and State funds
  - Approximately $550 million for 4 years
  - FYs 2027-28, 2028-29, 2029-30, 2030-2031

- **Eligible Applicants:**
  - Local, Regional or State Agencies
  - Caltrans
  - Transit Agencies
  - Natural Resources or Public Land Agencies
  - Public Schools or School Districts
  - Tribal Governments
  - Private Non-Profit, Tax-Exempt Organizations
  - Any other entity with transportation oversight

- **Distribution:**
  - 50% Statewide Component
  - 10% Small Urban and Rural Component
  - 40% Metropolitan Planning Organization Component

- **Eligible Projects:**
  - Infrastructure: Capital projects that further goals of the program.
  - Non-infrastructure: Education and encouragement programs that further the goals of the program.
  - Plans: Development of a community-wide bicycle, pedestrian, Safe Routes to School or active transportation plan that encompasses a disadvantaged community.
  - Infrastructure + Non-Infrastructure: Capital projects with education or encouragement components.

ATP OVERVIEW: Cycles 1-7

1,230 PROJECTS PROGRAMMED
FOR $3.9 BILLION
IN ATP FUNDS SINCE CYCLE 1

$1.9 BILLION ALLOCATED
AS OF FISCAL YEAR 2024-25

TOTAL PROJECT COSTS VALUED AT
OVER $7.4 BILLION

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Cycle 8 Engagement

- **Central Workshops** – Virtual*****

- **Branch Workshops** –Virtual*****

  - Register for a Branch Workshop using the online form through <u>October 31, 2025</u>: <u>https://forms.gle/7iGDZdQFxshZ5H5y5</u>

  - *Completion of the registration form does not guarantee a Cycle 8 Branch Workshop*

- **Site Visits** – Virtual

  - Register for a site visit using the online form: <u>https://forms.gle/xmu2qJZ1MzoHgV7s7</u>

- **Application Debriefs** – Virtual

* Some workshops may be hybrid

September 17 Workshop Recap

Workshop Recap: September 17, 2025

- **Clarified Guidelines Language:**
  - Part II – Funding Overview
    - 7. Leveraging Funds
  - Part VII – Programming
    - 23. Contingency List
  - Part VIII – Project Delivery
    - 30. Letter of No Prejudice
    - 36. Project Cost Savings
    - 38. Project Cancellation
    - 40. Audits

- **Deleted Guidelines Section:**
  - Part X – Roles and Responsibilities
    - 41. California Transportation Commission
    - 42. California Department of Transportation
    - 43. MPOs with Large Urbanized Areas
    - 44. RTPAs Outside an MPO with Large Urbanized Areas and MPOs without Large Urbanized Areas

- **Quick-Build Pilot Program:**
  - Quick-Build projects will remain eligible only in the MPO component

ATP Non-Infrastructure (NI) Guidance Workshop

Workshop Agenda

Overview of Current ATP-NI Guidance

Proposed Changes to Guidance

Group Discussion

Next Steps

Overview of Current ATP NI Guidance

Applies to all ATP Non-Infrastructure (NI) projects:

- Education and encouragement activities that further the goals of the ATP, programs include those benefiting school students, older adults, or entire communities

- Guidance exist to assist agencies in understanding eligible NI expenditures under the ATP

- Guidance should be used in scoping the ATP-NI project for an application and project implementation

- Guidance follows Federal and state funding sources guidance

Link to current guidance: [ATP-NI Guidance](#)

Section I: Guidance Overview

Sustainability: The NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted. The ATP cannot fund existing or ongoing program operations.

Public Entity Partners: such as a Public Health Departments or a School/School District, can enter into an interagency agreement or Memorandum of Understanding (MOU) with the awarded ATP agency without a competitive hiring process.

Consultants: include, but are not limited to, education and outreach consultants, training instructors, evaluation experts, media consultants, etc.

Donated, In-Kind, or other funding for Services/Items: Donated items, in-kind items/services, or items paid for by other funding sources do not count towards the limitations within the guidance.

Pre-Approval / Item Eligibility Request Process: Purchase of items not mentioned within may be eligible, will need to be pre-approved by Caltrans on a case-by-case basis.

Section I: ATP-NI Post Award Period

NI Workplan review *prior to allocation*:
Once awarded, the Caltrans NI Program manger, ATP-NI@dot.ca.gov, will review the Exhibit 25-R for approval prior to allocation. The workplan review will ensure that the submitted 25-R matches the original scope within the awarded application and meets the NI eligibility requirements. Agencies may be asked to make revisions or corrections, please allow for ample time prior to allocation for corrections to be made.

Making cost/item changes to NI (25-R) workplan *post-allocation*:
If modifications to cost or items need be made as the ATP NI project is underway, please send an explanation of the proposed changes via email the HQ NI Program Manager, ATP-NI@dot.ca.gov, and copy your District ATP Coordinator. The changes will be evaluated and either approved as minor workplan modifications or recommended to proceed with a formal scope change to the CTC.

All 25-R request will be sent to the ATP-NI@dot.ca.gov email, with the District ATP Coordinator copied.

Section II: Detailed Guidance Overview, Items and Cost

- **Staff Costs:**
  - Salaries and benefits for agency staff & interns to support ATP NI project.
  - Costs of a consultant (either non-profit or for-profit) to support ATP NI project.
  - Training

- **Equipment**: For training/educational purposes only. These items cannot be given away as incentives or used for raffles, incentives, prizes, etc.

- **Travel:** Travel costs are for necessary staff/volunteer travel only.

- **Supplies/Materials:** Educational/encouragement materials specific to bicycling and walking.
  - Transit-related items allowed if linked to first last mile connections.
  - Basic office/field supplies.

- **Incentives:** Ped/Bike related educational safety and health items used to encourage participation in the program. (Minor/Major)

- **Indirect Costs:** Agencies must have an approved Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) agreement with Caltrans in order to be reimbursed for Indirect Costs.

- **Other Direct Costs:** must directly relate to the implementation of the ATP NI project activities.

Eligible NI Expenses

- **Staff Costs:** agency staff, consultants, substitutes, childcare, limited law enforcement, crossing-guard training

- **Training:** crossing guard, bike/ped instructors, train-the-trainer, volunteers

- **Equipment**: bikes (<$350), helmets (<$30/$35), safety gear, event equipment (shade tents, cones, etc.), bike/ped training equipment (repair tools, bike pumps, chalk, mock city kits, cones etc.)

- **Supplies/Materials**: curricula, flyers, maps, posters, guides, evaluation materials, office supplies (clipboards, pens, etc.)

- **Incentives:** helmets (<$30/$35), locks/lights ($15), reflective gear, healthy snacks

- **Other Direct Costs:** media campaigns, web hosting, postage, working meeting meals

Section III: Ineligible Expenses

- **Staff Costs:** Paid volunteers, crossing guard salaries, conference attendance, out of state travel

- **Training:** Attendance at a conference

- **Equipment**: Computers, laptops, cell phones, cameras, printers

- **Supplies/Materials:** Supplies not related to the NI program

- **Incentives:** Bicycles, t-shirts, transit passes, participation meals, gift-cards, cash

- **Other Direct Costs:** Permanent infrastructure: bike racks, wayfinding signage

Examples of Proposed Changes

Category	Item / Update	Current Guidance	Proposed Change	Cost Increase
Staff Costs	Crossing guard salaries	Ineligible	Eligible under federal guidance	N/A
Equipment	Traffic control staff	Not listed	Add under staff time examples	N/A
	Bicycle	$350 per bike	Increase cap	$400-$500
	Helmet	$30 (children), $35 (adult)	Increase cap	$35 (children), $40 (adult)
Incentives	Helmet	$30 (children), $35 (adult)	Increase cap	$35 (children), $40 (adult)
	Bicycle lock	$15/lock	Increase cap	$25/lock
Other Direct Costs	Meals during staff working meetings	Up to $8 breakfast, $12 lunch, $20 dinner	Increase to match State reimbursement rates	Up to $13 breakfast, $15 lunch, $26 dinner

Appendices

The appendices include supplemental guidance to provide recommended procedures, best practices, and reference resources for specific components of ATP NI projects, should these components be included in the project.

Appendix A – Media Campaign Guidance

Appendix B – Open Streets and Demonstration Project References

Appendix C – Helmet Distribution Criteria

Appendix D – Program Sustainability

Discussion

Next Steps

- **Collect feedback from stakeholders**
  - Submit feedback to the following form:
    [ATP-NI Guidance Feedback Form Link](#)

  - Deadline to submit feedback 10/31/2025

- **Review feedback**

- **Finalize and update ATP Cycle 8 NI Guidance**

Contact Information

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(Will be on maternity leave starting October 16th)

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Please send questions to ATP-NI inbox:
ATP-NI@dot.ca.gov

2027 ATP Guidelines:
Clarify and Simplify Language

Clarify and Simplify Language
Part VII: Programming

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
23. Program of Projects	23. Program of Projects	• Clarifying text edits.

22.23.   **Program of Projects**

The ATP program of projects will be developed consistent with the adopted fund estimate and all statutory requirements. ~~Consistent with statutory requirements, t~~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. ~~The ATP must be developed consistent with the fund estimate.~~

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. ~~If the program of projects adopted by the Commission does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance programmed projects. Subject to the availability of funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.~~

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, the program of projects will include the total cost of the segment for which ATP funds are requested.

Clarify and Simplify Language
Part VII: Programming

Project costs in the ATP will include ~~costs for each of the following phases:~~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, if applicable.

For Caltrans implemented projects, Construction Support and Right of Way Support costs will be programmed separately from the capital costs for the Construction and Right of Way phases.

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 and state laws, regulations, policies, and procedures.

Projects programmed by the Commission in ATP will not be given priority in other programs under the Commission's purview.

~~For projects anticipated to be delivered using the design build or design sequencing contracting method, the construction phase may include costs for design and right of way. The cost of each project phase will be listed in the ATP no earlier than in the fiscal year in which the particular project phase can be implemented.~~

~~Implementing agencies with~~Every project~~s~~ programmed in the ATP ~~from prior cycles that do not~~must meet Project Study Report (PSR) equivalency requirements. Projects that do not have PSR equivalency must ~~will be required to prior to~~ take corrective action ~~the~~ before requesting allocation of funds.

24.25. **Performance Metrics**

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

Agencies that ~~fail to~~ do not provide the required performance metrics data ~~listed above~~ by the requested deadline may face disciplinary consequences, including, ~~but not limited to~~:

- A written warning
- A required appearance before the Commission
- Placement on a Watch List

Agencies that ~~continue to fail to~~ never provide performance metric data for an awarded project may be subject to further consequences:

- Ineligibility for future allocations and programming actions
- Reduced reimbursements

Clarify and Simplify Language
Part VII: Programming

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
24. Performance Metrics	25. Performance Metrics	• Clarifying text edits. • Streamlined required user counts information

A. ~~Interim Count Methodology Guidance~~User Counts

Successful applicants must provide user counts for each awarded infrastructure project.

The Interim Count Methodology Guidance (Interim Guidance) was developed by Caltrans in collaboration with the ATP Technical Advisory Committee. The Interim Guidance must be used for all projects programmed in the ATP that receive construction phase funding. The Interim Guidance is available on the Caltrans website.

The Interim Guidance provides relevant information to ~~is intended to guide~~ ATP ~~applicants and project awardees in meeting the minimum expectations for~~ensure consistency when conducting user counts, surveys, and evaluation requirements for active transportation projects ~~funded through the ATP~~. The Interim Guidance covers various topics ~~that represent central steps to ensure that ATP applicants and awardees can provide consistent and uniform project user data. Topics include~~such as how to ~~determin~~ing the correct type of count data collection ~~needed~~for a project, ~~as well as~~ how to determine count locations, and when to conduct user counts. ~~and estimating the total volume within the project limits.~~

~~The Count Guidance must be used for all ATP funded projects that receive a construction phase allocation from the Commission. The Interim Count Methodology Guidance is available on the Caltrans website.~~ The timeframes for conducting user counts are outlined in Section 4 of the Interim ~~Count Methodology~~ Guidance.

B. ~~California Active Transportation Benefit-Cost Tool~~Other Performance Metrics

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

The Commission will ~~use the tool to provide a program level summary of benefits for the 2025 Active Transportation Program.~~utilize the ~~The~~ California Active Transportation Benefit-Cost Tool to provide a program-level summary of benefits for the ~~2025~~ 2027 Active Transportation Program. ~~-~~This tool was developed by the Commission, Caltrans, and the UC Davis ~~Bicycling~~Plus Research Collaborative to estimate ~~the expected~~active transportation benefits ~~of the adopted Active Transportation Program~~. The ~~tool estimates~~ estimated benefits ~~such as~~include increases in bicycle and pedestrian safety, mode shift, reductions in vehicle miles traveled, and total reductions in greenhouse gas emissions.

~~Affordable Housing and Sustainable Communities Benefits Calculator~~
~~To further show the benefits of the ATP funding, Commission staff will utilize the analysis provided by the Affordable Housing and Sustainable Communities Benefits Calculator. This tool estimates outputs such as vehicle miles traveled, air pollution, and greenhouse gas reductions for new facilities and bike shares. Successful applicants, including those with MPO selected projects, must submit the relevant data to Commission and Caltrans staff by the deadline established by Commission staff.~~

Clarify and Simplify Language
Part VII: Programming

26. Committed / Uncommitted Funds

The Commission 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 funds and other committed and uncommitted funds, as identified below.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including ~~the~~ Regional Surface Transportation Program, ~~the~~ Congestion Mitigation and Air Quality Improvement Program, and federal formula transit funds, the commitment may be by ~~Federal approval of the~~ Federal ~~Statewide~~ Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

Clarify and Simplify Language
Part VII: Programming

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
26. Committed / Uncommitted Funds	26. Committed / Uncommitted Funds	• Clarified language. • New language: green outline

The Commission ~~will only propose to fund~~ may choose to program a project~~s~~ with uncommitted funds in the following two situations:

- The project is at the funding cut-off ~~for an MPO~~ in thei~~r~~ MPO component and the MPO has programmed up to the total funding apportioned in the fund estimate. ~~there are not enough available funds in that MPO's program to fund the full project. The applicant must demonstrate how it intends to fund the construction of a useable segment, consistent with the project application.~~

- The applicant is using the Large Infrastructure application type and has only requested funding for pre-construction phases of the project. ~~Projects requesting funding for the pre-construction phases only that fall into the large infrastructure category as defined in the Project Application, Section IV of these Guidelines. The applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the project application.~~

~~If a project with uncommitted funds is programmed,U~~Uncommitted funds may only be from ~~a future cycle of the ATP,~~ the following competitive programs: ~~the~~ Local Partnership Program, (formulaic or competitive), ~~the~~ Solutions for Congested Corridors Program, ~~the~~ Trade Corridor~~s~~ Enhancement Program, or a federal discretionary grant program. Projects may show uncommitted funds from a future ATP cycle for those project phases that are not requesting funding in the current ATP application.

Local Partnership Formulaic Program funds may be uncommitted if the funds are programmed to the project concurrent with ATP Cycle 8 programming.

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Clarify and Simplify Language
Part VII: Programming

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
26. Committed / Uncommitted Funds	26. Committed / Uncommitted Funds	• Clarified language. • Text edits for consistency with other CTC guidelines

If a project with uncommitted funds is programmed, all funding commitments for ~~that~~ a phase programmed with ATP funds must be secured ~~prior to~~before July 1 of the fiscal year in which the project phase is programmed, or the project will be removed from the program. Applicants applying for a project with uncommitted funds must:

- ~~The applicant must its~~Provide a plan ~~for~~to secur~~ing a~~the funding commitment, explain the risk of not securing that commitment, and provide a contingency~~its~~ plan ~~for securing~~to secure an alternate source of funding ~~should~~if the commitment ~~not~~ ~~be~~is not obtained.

- ~~The applicant must demonstrate~~ Provide a plan to secure funding through ~~the means by which it intends to fund t~~the construction phase to deliver a scope that ~~is of a useable segment,~~ consistent with the project application.

-

Funds expended on phases prior to the one with uncommitted funding must be repaid if alternate funding is not secured and the project lapses.

Clarify and Simplify Language
Part VII: Programming

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
28. Baseline Agreements	28. Baseline Agreements	• Updated language. • Deleted directions for baseline agreements; referred to SB1 Accountability and Transparency Guidelines instead

⊿ 27.28. **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 ~~a total programmed~~ATP funding in the amount of $10 million or greater ~~in ATP funds~~, including large infrastructure projects that are programmed with ATP funds in pre-construction phases only. ~~and that meet these thresholds.~~ Baseline agreements ~~establish~~ should reflect~~the agreed-upon~~ project scope,

project cost, project schedule, and anticipated benefits, ~~project scope, schedule, and cost of a~~as set forth in the project application and programmed by ~~for which~~ the Commission. ~~has approved funding. These agreements provide a foundation for project monitoring and reporting and identify the agency responsible for reporting on the progress made toward the implementation of the project.~~

Clarify and Simplify Language
Part VII: Programming

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
28. Baseline Agreements	28. Baseline Agreements	• Updated language. • Deleted directions for Baseline Agreements; referred to SB1 Accountability and Transparency Guidelines

~~The Commission will approve baseline agreements at a regular Commission meeting within four months after a project has been adopted into the ATP, except in instances in which a project has not received environmental clearance at the time of programming. Projects that have not received environmental clearance at the time of programming will be expected to have a baseline agreement approved within six months after the Lead Agency files a notice of exemption or files a notice of determination pursuant to the California Environmental Quality Act.~~

~~The following documents must be completed and submitted to Caltrans as part of the baseline agreement package:~~

- ~~A signed baseline agreement~~

- ~~An approved ATP application~~

- ~~A completed Project Programming Request (PPR)~~

- ~~Completed environmental documents (CEQA and NEPA, if required)~~

- ~~A completed Benefits Form~~

The Commission may delete a project for which no baseline agreement is executed. The Commission will not consider approval of a project allocation, except for the environmental project phase and the non-infrastructure project phase for infrastructure/non-infrastructure combination projects, without an approved baseline agreement.

Applicants must refer to t~~he~~ The SB 1 Accountability and Transparency Guidelines for further details. The Guidelines are available on the Commission's website.

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Clarify and Simplify Language
Part IX: Reporting

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
45. Project Applicant	43. Project Signage	• Deleted text regarding roles and responsibilities of project applicant. • Text edits for consistency with other CTC guidelines

~~14.~~43. Project ~~Applicant~~Signage

~~Project applicants nominate ATP projects for funding consideration by submitting an application by the deadline. If awarded ATP funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.~~

~~For infrastructure projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.~~

For all projects receiving SB 1 funds, ~~the~~ an implementing agency must include construction 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's official logo which can be requested from the Clerk of the Commission. ~~Construction project identification~~

The signage should ~~be in compliance~~comply with applicable federal ~~or~~ and state law~~s~~, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. ~~Implementing agencies should~~ ~~r~~Refer~~ence to~~ the Construction Project Funding Identification Sign ~~website~~ webpage for ~~construction sign~~additional details and requirements ~~for~~ about project~~s~~ construction signage. ~~regardless of funding source.~~

Clarify and Simplify Language
Part V: Project Selection Process

~~19.~~18.	Scoring Criteria

~~Proposed p~~Projects ~~s~~ applications will be scored ~~and ranked~~ based on ~~applicant responses to~~ the scoring topics below. 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.

Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

A. **Benefit to Disadvantaged Communities.** The ~~applicant demonstrates the~~ benefit provided to the disadvantaged community ~~affected~~ impacted by the project. The score ~~will be impacted~~is divided into three sections: direct benefit to the disadvantaged community, project location, and severity. ~~by the project location in relation to the disadvantaged community, the severity, and the direct benefit the project will provide. Applicants must also explain how~~ This criterion also considers the applicant's anti-displacement policies and actions that are being implemented to discourage gentrification of the community. ~~being impacted by the project. If displacement is not an issue, applicants must explain why it is not a concern for the community~~. See Appendix E for anti-displacement resources.

Without tracked changes:

A. **Benefit 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 benefit to the disadvantaged community, project location, and severity. This criterion also considers the applicant's anti-displacement policies and actions that are being implemented to discourage gentrification of the community.

Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

B. Need. ~~The applicant demonstrates the need for the project and the project's~~ pPotential ~~for~~ to increased walking and bicycling, especially among students. The score considers need in the context of connectivity to key destinations including connections to transit, mobility to access everyday needs and services, and local public health concerns. The score is impacted by the applicant's ability to demonstrate the active transportation needs of students., ~~including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, health care facilities, employment centers, and other destinations; potential to promote equity of access to shared public infrastructure for people of all ages and varying abilities; and potential to increase and improve the connectivity and mobility of non-motorized users.~~

Without tracked changes:

B. Need. The applicant demonstrates the need for the project and the project's potential to increase walking and bicycling, especially among students. The score considers need in the context of connectivity to key destinations including connections to transit, mobility to access everyday needs and services, and local public health concerns. The score is impacted by the applicant's ability to demonstrate the active transportation needs of students.

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Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

C. **Safety.** <u>The application must address the project's p</u>~~P~~otential for reducing ~~the~~ ~~number and/or rate or the risk of~~ pedestrian and bicyclist fatalities and injuries~~.~~<u>.,</u> <u>The score considers the identified safety hazards for pedestrians and bicyclists 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.</u> ~~including the identification of safety hazards for pedestrians and bicyclists, with consideration of safety concerns for students, older adults, and persons with disabilities.~~ ~~**If the project includes bicycle improvements, applicants must also discuss the considerations made when evaluating and selecting the project's bikeway facility type.**~~

Without tracked changes:

C. **Safety.** The application must address the project's potential for reducing pedestrian and bicyclist fatalities and injuries. The score considers the identified safety hazards for pedestrians and bicyclists 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.

Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

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.~~ ~~Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders and community-based organizations) resulted in the identification and prioritization of the proposed project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.~~

- ~~Additionally, for l~~Projects using the Large ~~infrastructure~~ Project Application ~~and large infrastructure/non-infrastructure combination projects~~ type, will receive a higher score ~~applicants will be awarded points for the inclusion of the~~if the

Without tracked changes:

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.

- Projects using the Large Project Application type, will receive a higher score if the project is specifically listed in an adopted bicycle transportation plan, pursuant to Section 891.2, a pedestrian plan, a safe routes to school plan, or an overall active transportation plan.

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Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

E. **Scope and Plan Layout Consistency and Cost Effectiveness.** ~~Specific to the Large Project application. The application must demonstrate that~~Evidence that the application, scope, and plan layout are consistent with one another and depict what is being the proposed project is maximizing the impact of the 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. ~~A project's cost effectiveness is the relative costs of the project in comparison to the project's benefits.~~

F. **Scope and Plan Layout Consistency.** Specific to 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

Without tracked changes:

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 the 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 to 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.

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Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

G. **Implementation and Plan Development.** Specific to ~~applicants using~~ the "~~p~~Plan" application ~~form~~. The score is based on ~~E~~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.
2) Second priority: eligible applicants that have at least one bicycle, pedestrian, or safe routes to school plan, but not all.
3) Third priority: eligible applicants that wish to update an eligible plan that is more than five years old.
~~G.~~4) Lowest priority: eligible applicants that wish to update an eligible plan that is five years old or less.

Without tracked changes:

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.
2) Second priority: eligible applicants that have at least one bicycle, pedestrian, or safe routes to school 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.

CALIFORNIA TRANSPORTATION COMMISSION

Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

H. **Context-Sensitive Bikeways/Walkways** and Innovative Project Elements. Specific to Large and Medium Project applications. The score is based on t~~T~~he "recognized best" solutions appropriate ~~for~~ in the local community context~~. will be considered. Applicants should discuss how~~ The applicant should discuss how the project advance~~ss~~ a lower-stress environment or a low-stress network. For ~~.~~ ~~Additionally, applicants should provide a description of the innovative features of the project or explain why the context of the project best lends itself to standard treatments/features.~~ infrastructure projects proposing a non-infrastructure element, the score considers how the effectiveness of the program will be measured and how the program will be sustained after completion.

Without tracked changes:

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 in the local community context. The applicant should discuss how the project advances a lower-stress environment or a low-stress network. For infrastructure projects proposing a non-infrastructure element, the score considers how the effectiveness of the program will be measured and how the program will be sustained after completion.

CALIFORNIA TRANSPORTATION COMMISSION

Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

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 the local jurisdiction's goals and planning objectives for reducing pedestrian and bicyclist fatalities and injuries. ~~Evidence of the transformative nature of the project will help to inform the score. Applicants should describe how nearby projects and local policies and ordinances will contribute to the project's transformative nature. In addition, applicants should address the~~Part of the score is also based on the potential for the project to support existing and planned housing, especially affordable housing. ~~, and how the project will advance local transportation and land use goals. Applicants are~~

Without tracked changes:

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 the 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.

Clarify and Simplify Language
Part V: Project Selection Process

Tracked Changes:

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. ~~How will the effectiveness of the program be measured and sustained after completion?~~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 committed ~~Leveraging of~~ non-ATP funds. ~~(excluding in-kind contributions) on the ATP project scope proposed.~~Applications submitted by Tribal Governments (federally recognized Native American Tribes) and projects that are on Tribal Lands will be awarded the maximum points.

Without tracked changes:

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 committed non-ATP funds. Applications submitted by Tribal Governments (federally recognized Native American Tribes) and projects that are on Tribal Lands will be awarded the maximum points.

Clarify and Simplify Language
Part V: Project Selection Process

L. Corps Use. Specific to all application types except the Plan application. Applicants must seek ~~Use of~~ the California Conservation Corps or a certified local community conservation corps' participation, as defined in Section 14507.5 of the Public Resources Code~~. , as partners to~~ This applies to the ~~undertake or~~ construction of ~~applicable~~ projects in accordance with Section 1524 of Public Law 112-141. Points ~~will be~~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. ~~An exception applies for applicants using the Plan application type.~~

a. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

b. 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.

c. The California Conservation Corps can be contacted at atp@ccc.ca.gov.

d. Certified local community conservation corps can be contacted at inquiry@atpcommunitycorps.org.

e. Direct contracting with the California Conservation Corps or a certified local 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.

f. 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. Points may be deducted for poor past performance on an ATP project. Poor past performance ~~includes, but~~includes but is not limited to non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that are the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Workshop Recap: Action Items

Next Steps

Central Workshop

Focus: ATP Guidelines

October 16, 2025

9:00am – 11:00am

Hybrid Meeting

For virtual option:

Register Here!

In person location:

Merced Civic Center

City Council Chambers

678 W 18th Street, Merced, CA 95340

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