

2027 Active Transportation Program

Central Workshop | October 16, 2025

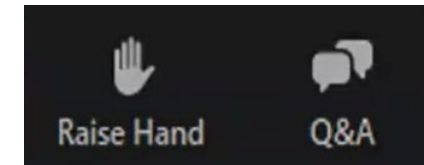


CALIFORNIA
TRANSPORTATION
COMMISSION

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
- October 1 Workshop Recap
- Continue “Clarify and Reduce Redundancies” Updates
- Pending Action Items Discussion
- Action Items

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

Cycle 8 Engagement

- Central Workshops – Virtual*
- Branch Workshops – Virtual*
 - Register for a Branch Workshop using the online form through October 31, 2025: <https://forms.gle/7iGDZdQFxshZ5H5y5>
 - *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: <https://forms.gle/xmu2qJZ1MzoHgV7s7>
- Application Debriefs – Virtual

*** Some workshops may be hybrid**

An aerial photograph of a winding asphalt road that curves through a dense, green forest. The road has yellow lane markings. A small white vehicle is visible on the road, positioned in the upper right quadrant. The entire image is covered with a semi-transparent blue overlay. On the left side, the text "October 1, 2025" and "Workshop Recap" is written in white, bold, sans-serif font.

October 1, 2025 Workshop Recap

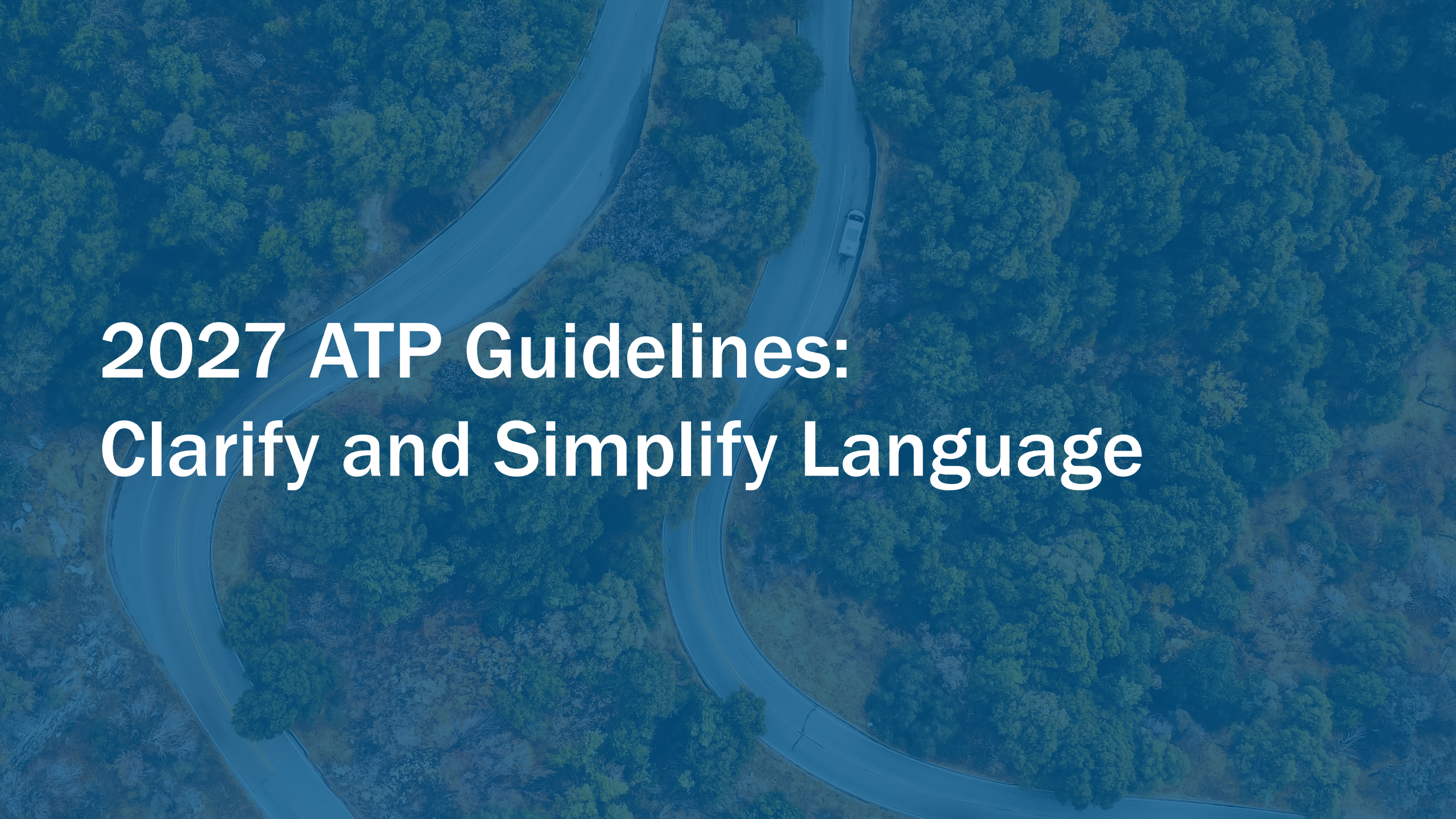
Workshop Recap: October 1, 2025

■ Non-Infrastructure (NI) Guidance

- Section I – Guidance Overview
- Section II – Detailed Guidance on Items and Costs
- Section III – Ineligible Expenses
- Appendices
 - Appendix A – Media Campaign Guidance
 - Appendix B – Open Streets and Demonstration Project References
 - Appendix C – Helmet Distribution Criteria
 - Appendix D – Program Sustainability

■ Clarified Guidelines Language:

- Part V – Project Selection Process
 - 18. Scoring Criteria
- Part VII – Programming
 - 23. Program of Projects
 - 25. Performance Metrics
 - 26. Committed / Uncommitted Funds
 - 28. Baseline Agreements
- Part IX – Reporting
 - 43. Project Signage

An aerial photograph of a winding asphalt road that curves through a dense, green forest. The road has yellow lane markings. A small white vehicle is visible on the road, positioned between two sharp curves. The entire image is covered with a semi-transparent blue overlay. Centered over the image is white text.

2027 ATP Guidelines: Clarify and Simplify Language

Clarify and Simplify Language

Part V: Project Selection Process

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
16. Screening Criteria	16. Screening Criteria	Clarifying text edits.

16. Screening Criteria

~~Applications are screened by the Commission to assess if the project is an active transportation project and meets the primary purpose and goals of the Active Transportation Program as specified in Part I, Section 1.~~ The Commission will screen all applications for eligibility and use of the correct application type. Applications for projects that are deemed completely ineligible or applicants that use the 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 ATP Guidelines and instructions provided therein.
- The project is consistent with an adopted regional transportation plan.
- ~~Use of the correct application type.~~
- The application demonstrates that all other funds for the proposed project are committed.

Clarify and Simplify Language

Part VIII: Project Delivery

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
33. Design Standards	35. Design Standards	Clarifying text edits.

34.35. 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.

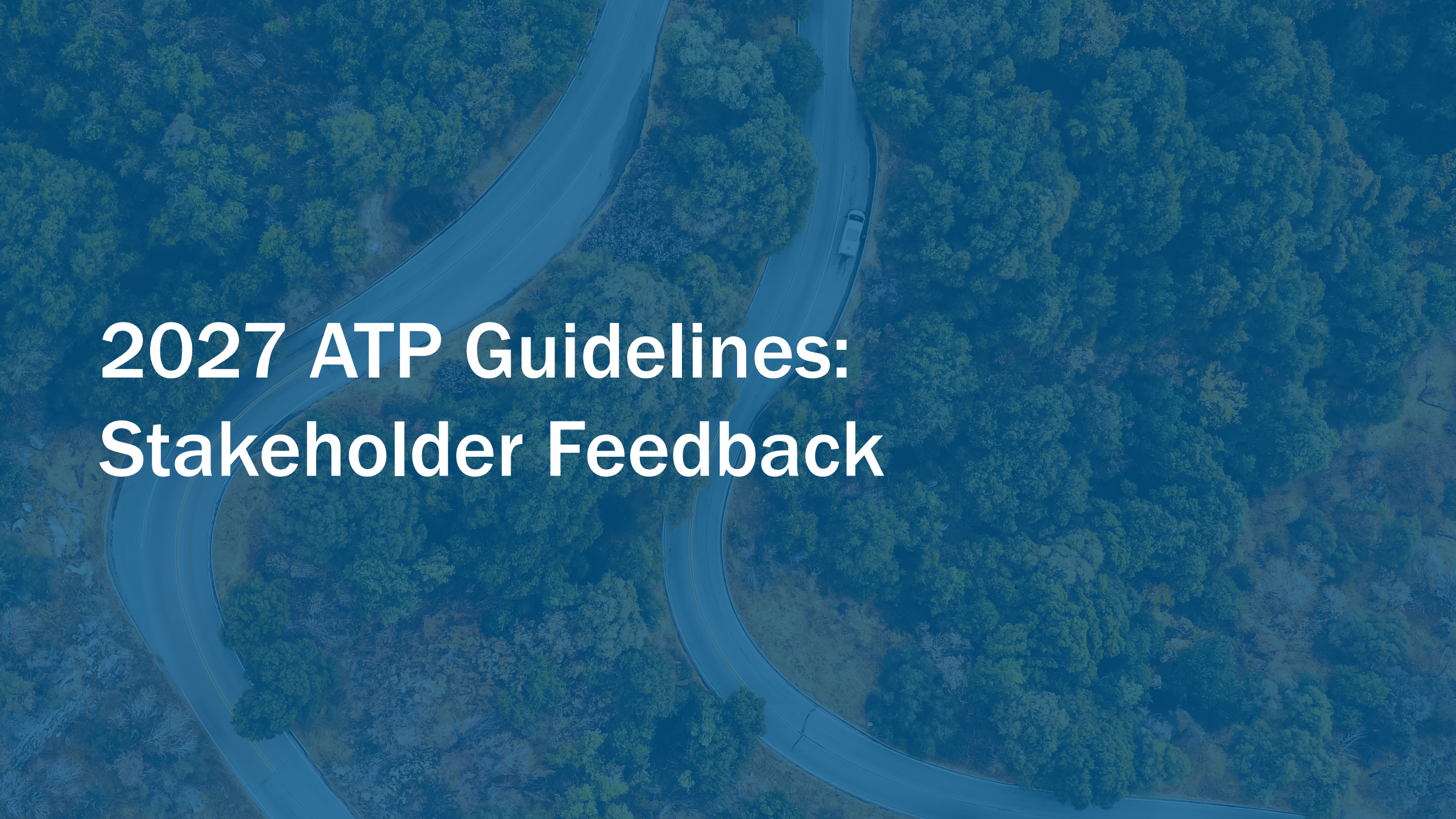
Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all the minimum safety design criteria established by Caltrans pursuant to Streets and Highways Code Section 890.6. A; ~~except that~~ an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b).

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.

The Caltrans Local Assistance Procedures Manual, Chapter 11, Design Guidance, describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of Local Assistance projects. Additionally, Caltrans Highway Design Manual, Chapter 1000, Bicycle Transportation Design, provides design guidance for bicycle transportation facilities.

For capital projects off the state highway system, ~~the project applicant~~implementing agency 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.

All facilities constructed using ATP funds cannot revert to non-~~ATP~~active transportation use for a minimum of 20 years or its actual useful life as documented in the project application, whichever is less, without the approval of the Commission. The exception to this is ATP-funded quick-build projects.

An aerial photograph of a winding asphalt road that curves through a dense, green forest. The road has yellow lane markings. A small white vehicle is visible on the road, positioned near the top right of the frame. The entire image is covered with a semi-transparent blue overlay. Centered on the image is the text "2027 ATP Guidelines: Stakeholder Feedback" in a white, bold, sans-serif font.

2027 ATP Guidelines: Stakeholder Feedback

Pending Workshop Action Items

Topic	Future Discussion Date
CTC to determine if ATP can be state-only funded	October 16, 2025
CTC to consider alternate disadvantaged community qualifier to replace federal tools: - US DOT Equitable Transportation Community Explorer - Climate and Economic Justice Screening Tool	October 16, 2025
CTC to incorporate Cycle 7 evaluator feedback on Submittable	October 16, 2025
Inquire about the Master Agreement process to determine efficiency of the process	December 4, 2025
Guidance on use of AI on applications	Application Workshop Date TBD
Double total points for all applications	Application Workshop Date TBD
Two-step application process	Application Workshop Date TBD
Letters of Support	Application Workshop Date TBD
Consider adding Transformative question to Small and Medium Infrastructure and Infrastructure + Non-Infrastructure applications	Application Workshop Date TBD

Pending Workshop Action Items

State-Only Funded?

- Senate Bill 99
 - *This bill would create the Active Transportation Program... to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds.*

Pending Workshop Action Items

Disadvantaged Community Qualifiers (Question 1, Severity)

- Federal tools added in 2025 ATP are no longer available:
 - US DOT Equitable Transportation Community Explorer
 - Climate and Economic Justice Screening Tool
- Disadvantaged community qualifiers still available:
 - Median Household Income
 - CalEnviroScreen
 - Free or Reduced Price Meals
 - Healthy Places Index
 - Other Category
 - Regional Definition
 - Other MHI or CalEnviroScreen Assessment
 - Federally Recognized Tribal Lands

Pending Workshop Action Items

Submittable Feedback from Applicants & Evaluators

APPLICANTS

- Format for filling out application was difficult. “Save Progress” feature should be more accessible.
- Lag when copy and pasting narratives and uploading attachments.
- Teams cannot collaborate on application simultaneously.
- Uploaded attachments did not appear in application.
 - Submission confirmation email should include project title and agency.
 - Printing application was difficult. Revise print format.

EVALUATORS

- Scrolling through application was tedious. Create collapsible sections or hyperlinked menu to jump to sections.
 - Can’t tell when partner has completed evaluation or see their comments. Allow download of individual score forms.
 - Admin must move teams from individual score to consensus which caused delays in team’s evaluation process.
 - Scoring total of 0 is listed in downloaded score form. Manually totaling score causes discrepancy.
 - Difficult to have application and score form open simultaneously.
- Application format was not easy to follow.
 - Each attachment must be downloaded to view. Suggest option to view in new tab.
 - Application randomly jumps to top

An aerial photograph of a winding asphalt road that curves through a dense, green forest. The entire image is covered with a semi-transparent blue overlay. A small white vehicle is visible on the road, positioned in the upper right quadrant. The text "Workshop Recap: Action Items" is overlaid in white on the left side of the image.

Workshop Recap: Action Items

Next Steps

Central Workshop

November 19, 2025

1:00pm – 4:00pm

Focus: ATP Guidelines

[Register Here!](#)

Staff Contacts

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Thank you

